SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

134

To Take Effect Sunday, June 14, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Capacity of sidings and spurs in car lengths	156	95	198	154	152	150	148	146	144	142	138	502	84	78	72	136	32	30	134	Distance from San Francisco	Time Table No. 134 June 14, 1931 STATIONS
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Redwood	Shore Line	Daylight	Passenger	Passenger	Passenger	Passenger		
	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily		
San Francisco Terminal Yard BKWOIT YP	2.15 PM		1.45 PM	1.30 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	11.15 AM	11.00 AM	9.30 AM		8.05 AM	8.00 AM	8.00 AM	7.00 AM	6.00 AM	2.30 AM	12.01 AM	0.0	TO-R SAN FRANCISCO 1.9
			f																	1.9	23D STREET 0.3
																				2.2	ARMY STREET 0.9
P																f				3.1	14TH AVE. 2.1
BKWO ITP	f 2.24		f 1.55	1.39	f 1.24	1.09	12.39	f 12.24	f 11.24	f 11.10	f 9.39		f 8.14	8.10	8.09	s 7.10	f 6.09	f 2.40	f 12.10	5.2	BAYSHORE 1.3
											f					f		f	f	6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWER 1.7
											f		s			s	s			8.6	BUTLER ROAD 0.7
	s 2.30		s 2.01	s 1.44	s 1.30	1.14	s 12.45	s 12.30	s 11.30	s 11.17	s 9.45		s 8.20	8.16	8.14	s 7.18	s 6.16	s 2.47	s 12.16	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	f 2.33		s 2.04	1.47	s 1.34	1.17	f 12.48	f 12.33	f 11.33	s 11.21	s 9.48		s 8.24	8.19	8.17	s 7.22	s 6.20	s 2.51	s 12.19	11.0	SAN BRUNO 1.1
	f		f		f		f	f	f	f	f		f			f	f	f	f	12.1	LOMITA PARK 1.6
51 Center P	f		f 2.09		f 1.39	1.21	f 12.53	f 12.38	f 11.38	f 11.26	f 9.52		f			f 7.28	s 6.26	f 2.56	f 12.24	13.7	MILLBRAE 1.5
52 Spur P	s		s	s	s	s	s	s	s	s	s		s			s	s	s	s	15.2	BROADWAY 1.1
60 Spur P	s 2.44		s 2.13	s 1.55	s 1.45	s 1.25	s 12.58	s 12.43	s 11.43	s 11.33	s 9.58		s 8.36			s 7.34	s 6.35	s 3.01	s 12.28	16.3	BURLINGAME 1.6
91 Center WP	s 2.48		s 2.17	s 1.59	s 1.49	s 1.29	s 1.02	s 12.47	s 11.47	s 11.37	s 10.02		s 8.40			s 7.38	s 6.40	s 3.05	s 12.32	17.9	SAN MATEO 1.0
	f		f	f	f		f	f	f	f	f		f			f	f	f	f	18.9	LESLIE 0.8
14 Spur P																		f		19.7	ROMAC 0.6
	f		f		f		f	f		f	f		f			f	f	f	f	20.3	BERESFORD 1.6
28 Spur P	f		s		s		f	f	f	s	s		s			s	s	f	s	21.9	BELMONT 1.3
51 Center P	s 3.00		s 2.27		s 1.59		s 1.11	s 12.57	f 11.57 AM	s 11.47	s 10.11		f 8.50			s 7.49	s 6.50	f 3.16	s 12.40	23.2	SAN CARLOS 2.2
Yard	s 3.05		s 2.31	s 2.10	s 2.03	s 1.39	s 1.15	s 1.01	s 12.01 PM	s 11.52	s 10.15		s 8.54			s 7.53	s 6.57	s 3.21	s 12.44	25.4	REDWOOD CITY 0.8
WIYP	3.07		2.33	2.12	2.05	1.41	1.17	1.03	12.03	11.54	10.17		8.56	8.39	8.35	7.55	6.59	3.23	12.46	26.2	R REDWOOD JCT. 1.6
51 Center	f		f 2.36	f 2.15	f	s 1.44	f 1.20	f 1.06	f	f 11.57 AM	f		f 8.59			f 7.59	f	f 3.26	s 12.49	27.8	ATHERTON 1.1
41 Spur P	s		s	s	s	s	s	s	f	s	s		s			s	s	s	s	28.9	MENLO PARK 1.2
51 Spur P	s 3.16		s 2.41	s 2.20	s 2.14	s 1.49	s 1.26	s 1.11	s 12.11	s 12.04 PM	s 10.26		s 9.06	s		s 8.05	s 7.12	s	s 12.55	30.1	PALO ALTO 1.7
53 Center KWYP	s 3.20		s 2.45	s 2.24	s 2.17	s 1.53 PM	s 1.30	s 1.15	s 12.15	s 12.09	s 10.29		s 9.09	8.48	8.42	s 8.09	s 7.15	s 3.35	f 12.58	31.8	R MAYFIELD 3.0
									f	f						f	f	f	f	34.8	CASTRO 1.3
51 Center P	s 3.30		s 2.51	s 2.30	s 2.23	Via Los Altos	s 1.36	s 1.21	s 12.21	s 12.17	s 10.36	Via Newark	s 9.16			s 8.16	s 7.22	s 3.44	f 1.04	36.1	MOUNTAIN VIEW 2.7
77 Spur P	s 3.35		s 2.56	s 2.35	s 2.28		s 1.41	s 1.26	s 12.26	s 12.22	s 10.41		s 9.21			s 8.21	s 7.28	s	f 1.08	38.8	SUNNYVALE 2.0
50 Center	f		f	f	f		f	f	f	f 12.27	f		f 9.25			f 8.24	f 7.32	f 3.53	f	40.8	LAWRENCE 3.5
San Jose Term. Yard IP	s 3.43	3.37 PM	s 3.03	s 2.42	s 2.38		s 1.48	s 1.33	s 12.33	s 12.32	s 10.49	9.34 AM	s 9.33			s 8.30	s 7.39	s 3.59	f 1.15	44.3	R SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP	f		f	f	f		f	f	f	f		f 9.38	f 9.37 AM			f	f 7.44 AM	f	f	45.7	R COLLEGE PARK 1.2
BKW OITP	s 3.50 PM	s 3.45 PM	s 3.10 PM	s 2.50 PM	s 2.45 PM		s 1.55 PM	s 1.40 PM	s 12.40 PM	s 12.40 PM	s 10.55 AM	s 9.43 AM	Via West San Jose	s 9.07 AM	s 9.02 AM	s 8.37 AM	Via West San Jose	s 4.05 AM	s 1.20 AM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(1.35) 29.62	(0.08) 19.50	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.25) 33.11	(1.40) 28.14	(1.25) 33.11	(0.09) 17.33	(1.32) 29.80	(1.07) 42.00	(1.02) 45.39	(1.37) 29.01	(1.44) 26.37	(1.35) 29.62	(1.19) 35.62		.... Time over District .... Average Speed per Hour

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Register at Santa Clara located in interlocking tower.

Additional Stations
Paul Ave., MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7
Fremont (Spur) MP 29.3

☞**NOTE.—** See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply Redwood Junction, located on Western Division line.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
146	Paul Ave.	Receive or Discharge	Any Station	Any Station	Saturday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
152	Visitacion	Receive or Discharge	Any Station	Any Station	Sunday

San Francisco Subdivision.

WESTWARD

FIRST CLASS

Time Table No. 134

June 14, 1931

STATIONS	Distance from San Jose	503	133	135	137	139	141	143	101	145	147	177	149	195	151	153	75	81	155	157	73
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Santa Cruz	Passenger	Passenger	Padre
		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9		s 6.20AM	s 7.15AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.10AM	s 8.15AM	s 8.20AM	s 8.25AM	s 8.33AM	s 8.40AM	s 8.45AM	s 9.00AM	s 9.20AM	s 9.30AM	s 9.45AM	s 10.10AM	s 10.10AM	
23D STREET 0.3	45.0		s	s	s	s	s							f							
ARMY STREET 0.9	44.7													f							
14TH AVE. 2.1	43.8		s	s																	
BAYSHORE 1.3	41.7		s 6.07	s 7.02	s 7.18	s 7.32	s 7.48	8.00	8.05	8.10	8.16	8.24	8.31	f 8.34	8.50	9.11	9.20	9.36	s 10.00	f 10.01	
VISITACION 0.4	40.4			f										f							
R VISITACION TOWER 1.7	40.0																				
BUTLER ROAD 0.7	38.3			s																	
SO. SAN FRANCISCO 1.1	37.6		s 6.01	s 6.54	s 7.12	s 7.25	s 7.42	s 7.54	7.59	8.04	8.10	s 8.18	8.25	s 8.28	s 8.44	s 9.05	9.14	9.30	s 9.54	s 9.55	
TANFORAN WYE 0.6	36.5																				
SAN BRUNO 1.1	35.9		s 5.57	s 6.50	s 7.08	s 7.21	7.39	s 7.49	7.56	8.01	8.07	8.14	s 8.22	s 8.25	s 8.40	s 9.01	9.11	9.27	s 9.49	f 9.52	
LOMITA PARK 1.6	34.8		s	s	f	s		s					s	f	s	s			s	f	
MILLBRAE 1.5	33.2		f 5.51	s 6.43		s 7.15		s 7.42			s			f 8.20		f 8.55		9.23	f 9.43	f 9.47	
BROADWAY 1.1	31.7		s	s	s	s	s	s				s	s	s	s	s			s	s	
BURLINGAME 1.6	30.6		s 5.46	s 6.38	s 6.57	s 7.09	s 7.30	s 7.36	s			s 8.04	s 8.12	s 8.15	s 8.30	s 8.49	s		s 9.36	s 9.42	
SAN MATEO 1.0	29.0		s 5.42	s 6.34	s 6.53	s 7.05	s 7.26	s 7.32				s 8.00	s 8.08	s 8.11	s 8.26	s 8.45	9.02	9.17	s 9.31	s 9.38	
LESLIE 0.8	28.0		s		f	s		s 7.29				s		f	s	f			f	f	
ROMAC 0.6	27.2																				
BERESFORD 1.6	26.6		f	f				f					f	f		f			f	f	
BELMONT 1.3	25.0		f	s	s 6.45	s	s			s				f	s	s 8.37			s 9.23	f	
SAN CARLOS 2.2	23.7		s 5.31	f 6.23	f 6.42	s 6.53	s 7.15	s 7.21					s 8.00	f 8.00	s 8.15	f 8.34		9.10	s 9.20	f 9.28	
REDWOOD CITY 0.8	21.5		s 5.27	s 6.19	s 6.37	s 6.49	s 7.10	s 7.17			s 7.46		s 7.56	s 7.56	s 8.11	s 8.30			s 9.16	s 9.24	
R REDWOOD JCT. 1.6	20.7		5.25	6.17	6.35	6.47	7.08	7.15	7.33	7.42	7.44	7.46AM	7.54	7.54	8.09	8.28	8.50	9.05	9.14	9.22	
ATHERTON 1.1	19.1		f 5.22	f 6.14		s 6.44		s 7.12					s 7.51	f	s 8.06	f 8.25			s 9.11	f	
MENLO PARK 1.2	18.0		s	s	s	s	s	s					s	s	s	s			s	f	
PALO ALTO 1.7	16.8		s 5.16	s 6.09	s 6.27	s 6.38	s 7.00	s 7.06	s	s 7.36			s 7.45	s 7.46	s 8.00	s 8.20	s	s	s 9.05	s 9.14	
R MAYFIELD 3.0	15.1		s 5.08	s 6.05	6.24	s 6.34	6.56	s 7.02	7.25	7.33	7.36AM		s 7.41	s 7.42	s 7.56	s 8.16	8.42	8.55AM	s 9.00	s 9.11	
CASTRO 1.3	12.1							f						f							
MOUNTAIN VIEW 2.7	10.8	Via Newark	s 5.02	s 5.59	s 6.18	s 6.28	s 6.50	s 6.55	7.19	s 7.27	Via Los Altos		s 7.35	s 7.35	s 7.49	s 8.10		Via Los Altos	s 8.54	s 9.04	Via Newark
SUNNYVALE 2.0	8.1		f 4.58	s 5.54	s 6.13	s 6.23	s 6.45	s 6.49		s 7.22				f 7.30	s 7.43	s 8.05			s 8.49	s	
LAWRENCE 3.5	6.1		f 4.55	f 5.51	f 6.10	6.20		f 6.46	7.13				f 7.28	f 7.26		f 8.01			f 8.46	f 8.55	
R SANTA CLARA 0.9	2.6	s 4.48AM	f 4.50	s 5.46	f 6.05	s 6.15	s 6.37	s 6.41					s 7.22	s 7.21	s 7.36	s 7.56			s 8.41	s 8.50	9.11AM
SAN JOSE YARD 0.5	1.7																				
R COLLEGE PARK 1.2	1.2	f	f	f			f						f	f	f	f			f	f	
TO-R SAN JOSE	0.0	4.43AM	4.45AM	5.40AM	6.00AM	6.10AM	6.30AM	6.35AM	7.05AM	7.10AM			7.15AM	7.15AM	7.30AM	7.50AM	8.23AM		8.35AM	8.45AM	9.05AM
(46.9)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
Time over District Average Speed per Hour		(0.05) 31.20	(1.35) 29.62	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.10) 40.20	(1.10) 40.20	(0.49) 38.12	(0.47) 33.45	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.07) 42.00	(0.50) 38.16	(1.35) 29.62	(1.25) 33.11	(0.06) 26.00

Automatic Block System

Double Track

Additional Stations {
Paul Ave., MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7
Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞NOTE.—See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
139	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily
147	San Mateo Burlingame Broadway	Receive or Discharge	Any Station	Any Station	Holidays

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
137-153	Any Station not schedule stop	Receive or Discharge	Any Station	Any Station	Sunday
101	Any Station	Discharge		Yuma	Daily
81	San Bruno	Discharge		Any Station	Funeral parties

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Time Table No. 134

June 14, 1931

	Capacity of sidings and spurs in car lengths	190	102	188	186	184	182	180	178	176	200	174	172	170	168	164	82	162	160	28	Distance from San Francisco	STATIONS
		Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Passenger	Passenger	Del Monte		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT. & SUNDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SATURDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily		
San Francisco Terminal Yard	BKWOIT YP	7.30PM	6.45PM	6.15PM	5.50PM	5.35PM	5.26PM	5.22PM	5.18PM	5.15PM	5.03PM	5.03PM	4.50PM	4.30PM	4.20PM	4.10PM	4.00PM	3.30PM	3.15PM	3.10PM	0.0	TO-R SAN FRANCISCO 1.9
				f 6.20		s					f	f	s	f	f						1.9	23D STREET 0.3
				f 6.21							f										2.2	ARMY STREET 0.9
	P			f							f		f	f	f						3.1	14TH AVE. 2.1
	BKWO ITP	f 7.39	6.54	f 6.25	f 5.59	5.45	5.35	5.31	5.27	5.24	f 5.14	5.12	s 5.01	f 4.40	s 4.31	4.19	4.09	3.39	3.24	3.19	5.2	BAYSHORE 1.3
				f																	6.5	VISITACION 0.4
	IP																				6.9	R VISITACION TOWER 1.7
											f		f	f	f						8.6	BUTLER ROAD 0.7
	P	s 7.46	7.00	s 6.31	s 6.05	s 5.50	s 5.41	5.36	5.32	5.29	s 5.20	5.17	s 5.08	s 4.46	s 4.38	4.24	4.14	s 3.45	s 3.30	3.24	9.3	SO. SAN FRANCISCO 1.1
	Y																				10.4	TANFORAN WYE 0.6
	P	s 7.49	7.03	s 6.35	s 6.09	s 5.54	s 5.44	5.39	5.35	5.32	s 5.24	5.20	s 5.12	f 4.49	s 4.42	4.26	4.17	f 3.48	s 3.34	3.27	11.0	SAN BRUNO 1.1
		f		f	s	s	s				f	s		f	f			f	f		12.1	LOMITA PARK 1.6
	51 Center P	f		f	f	s					f	s		f	f			f	f		13.7	MILLBRAE 1.5
	52 Spur P	s		s	s	s	s				s	s	s	s	s			s	s		15.2	BROADWAY 1.1
	60 Spur P	s 7.59	s	s 6.45	s 6.20	s 6.06		s 5.46			s 5.35	s 5.30	s 5.20	s 4.57	s 4.54			s 3.57	s 3.44		16.3	BURLINGAME 1.6
	91 Center	s 8.03		s 6.49	s 6.24	s 6.10	s 5.58	s 5.50			s 5.39	s 5.34	s 5.24	s 5.01	s 4.59	4.34	4.25	s 4.01	s 3.48	3.35	17.9	SAN MATEO 1.0
	WP	f		f	s	s		s			f			f	f			f	f		18.9	LESLIE 0.8
	14 Spur P																				19.7	ROMAC 0.6
		f		f	f	f					f	f			f			f	f		20.3	BERESFORD 1.6
	28 Spur P	f		s	s	f	s				f		s	f	s			f	f		21.9	BELMONT 1.3
	51 Center P	s 8.11		s 7.01	s			s			s 5.49		s	f 5.09	s 5.10			f 4.09	s 4.00		23.2	SAN CARLOS 2.2
Yard		s 8.15		s 7.05	s 6.40	s 6.24	s 6.09	s 6.03	s 5.51		s 5.53	s 5.43	s 5.37	s 5.13	s 5.14	s 4.44		s 4.13	s 4.05		25.4	REDWOOD CITY 0.8
	WIYP	8.17	7.25	7.07	6.42	6.26	6.11	6.05	5.53	5.50	5.55	5.45	5.39	5.15	5.16	4.46	4.35	4.15	4.07	3.45	26.2	R REDWOOD JCT. 1.6
	51 Center	f		f	f	f	s		s		f 5.58	s		f	s			f 4.18	f 4.10		27.8	ATHERTON 1.1
	41 Spur P	s		s	s	s	s		s		s	s		f	s			f	s		28.9	MENLO PARK 1.2
	51 Spur P	s 8.26	s	s 7.16	s 6.50	s 6.35	s 6.19	s 6.12	s 6.01	s 5.57	s 6.05		s 5.46	s 5.24	s 5.25	s 4.51		s 4.24	s 4.16		30.1	PALO ALTO 1.7
	53 Center KWYP	s 8.29	7.34	s 7.20	s 6.54	s 6.39	s 6.23	s 6.16	s 6.05PM		s 6.09		s 5.50	s 5.27	s 5.29	s 4.54	s 4.42PM	f 4.27	s 4.20	3.52	31.8	R MAYFIELD 3.0
					f						f			f	f				f		34.8	CASTRO 1.3
	51 Center P	s 8.36		s 7.26	s 7.00	s 6.45	s 6.31	s 6.23	Via Los Altos	s 6.05	s 6.16			s 5.33	s 5.36		Via Los Altos	s 4.33	s 4.28		36.1	MOUNTAIN VIEW 2.7
	77 Spur P	f 8.40		f 7.31	f 7.05	f 6.50	f 6.36	s 6.28		s 6.10	s 6.21			s 5.37	s 5.41			s 4.37	s 4.33		38.8	SUNNYVALE 2.0
	50 Center	f 8.43		f 7.35		f					f			f	f			f	f		40.8	LAWRENCE 3.5
San Jose Term. Yard	IP	f 8.48		f 7.40	f 7.14	f 6.58	f 6.44	s 6.37			s 6.30	s 6.12		s 5.44	s 5.50			s 4.44	s 4.43		44.3	R SANTA CLARA 0.9
	KP																				45.2	SAN JOSE YARD 0.5
	IP	f		f		f		f			f	s		f	f				f		45.7	R COLLEGE PARK 1.2
	BKW OITP	s 8.55PM	s 7.55PM	s 7.45PM	s 7.20PM	s 7.05PM	s 6.51PM	s 6.45PM		s 6.25PM	s 6.36PM	s 6.18PM	s 6.12PM	s 5.50PM	s 5.58PM	s 5.15PM		s 4.50PM	s 4.50PM	s 4.11PM	46.9	TO-R SAN JOSE
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SATURDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily		(46.9)
		(1.25) 33.11	(1.10) 40.20	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.23) 33.90	(0.47) 40.61	(1.10) 40.20	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.20) 35.18	(1.38) 28.71	(1.05) 43.29	(0.42) 45.38	(1.20) 35.18	(1.35) 29.62	(1.01) 46.13		..........Time over District ....Average Speed per Hour

Automatic Block System

Double Track

☞NOTE.— See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply at Redwood Jct. located on Western Division line.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations:
Paul Ave. MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7
Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
28	San Mateo	Receive	Beyond San Jose		Daily
174	Any Station	Receive or Discharge	Any Station	Any Station	Sunday
186	Lawrence	Receive or Discharge	Any Station	Any Station	Sunday
180	Any Station	Receive or Discharge	Any Station	Any Station	Saturday
82	Palo Alto	Receive	Any Station		Friday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
82	Palo Alto	Receive or Discharge	Any Station	Any Station	Saturday
172-200	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily

Time Table No. 134
June 14, 1931

FIRST CLASS

Automatic Block System — Double Track

STATIONS	Distance from San Jose	159	161	163	27	167	169	171
		Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger
		Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS
TO-R SAN FRANCISCO 1.9	46.9	s 10.35AM	s 11.08AM	s 12.10PM	s 12.15PM	s 1.30PM	s 3.00PM	s 4.10PM
23D STREET 0.3	45.0						f	
ARMY STREET 0.9	44.7							
14TH AVE. 2.1	43.8							
BAYSHORE 1.3	41.7	10.25	10.59	f 11.59AM	12.06	1.21	f 2.49	f 3.59
VISITACION 0.4	40.4							
R VISITACION TOWER 1.7	40.0							
BUTLER ROAD 0.7	38.3							
SO. SAN FRANCISCO 1.1	37.6	s 10.19	10.54	s 11.52	12.01PM	s 1.15	s 2.43	s 3.52
TANFORAN WYE 0.6	36.5							
SAN BRUNO 1.1	35.9	f 10.15	10.50	s 11.47	11.57AM	s 1.10	s 2.39	s 3.47
LOMITA PARK 1.6	34.8	f		f		f	f	f
MILLBRAE 1.5	33.2	f 10.10		f 11.42		f 1.05	f 2.34	f
BROADWAY 1.1	31.7	s		s		s	s	s
BURLINGAME 1.6	30.6	s 10.05	s	s 11.36		s 1.01	s 2.30	s 3.38
SAN MATEO 1.0	29.0	s 10.01	s 10.40	s 11.31	11.48	s 12.57	s 2.26	s 3.33
LESLIE 0.8	28.0	f		f		f	f	f
ROMAC 0.6	27.2							
BERESFORD 1.6	26.6	f		f		f	f	f
BELMONT 1.3	25.0	f		s		f	s	s
SAN CARLOS 2.2	23.7	s 9.51		s 11.20		s 12.48	s 2.17	s 3.20
REDWOOD CITY 0.8	21.5	s 9.47	s 10.31	s 11.16		s 12.44	s 2.13	s 3.16
R REDWOOD JCT. 1.6	20.7	9.45	10.29	11.14	11.38	12.42	2.11	3.14
ATHERTON 1.1	19.1	f		f 11.11		f		f
MENLO PARK 1.2	18.0	s		s		s		s
PALO ALTO 1.7	16.8	s 9.37	s 10.23	s 11.05		s 12.33	s 2.02	s 3.05
R MAYFIELD 3.0	15.1	s 9.33	f 10.19	s 11.01	11.31	s 12.29	s 1.58	s 2.59
CASTRO 1.3	12.1			f				
MOUNTAIN VIEW 2.7	10.8	s 9.28		s 10.55		s 12.24	s 1.53	s 2.52
SUNNYVALE 2.0	8.1	s		s 10.50		s 12.19	s 1.48	s 2.46
LAWRENCE 3.5	6.1	f 9.20	10.09	f 10.46		f 12.15	f 1.45	f 2.42
R SANTA CLARA 0.9	2.6	s 9.15		s 10.41		s 12.10	s 1.40	s 2.37
SAN JOSE YARD 0.5	1.7							
R COLLEGE PARK 1.2	1.2			f		f	f	f
TO-R SAN JOSE	0.0	9.10AM	10.00AM	10.35AM	11.13AM	12.05PM	1.35PM	2.30PM
(46.9)		Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS
Time over District		(1.25)	(1.08)	(1.35)	(1.02)	(1.25)	(1.25)	(1.40)
Average Speed per Hour		33.11	41.38	29.62	45.36	33.11	33.11	28.14

STATIONS	Distance from San Jose	173	97	175	31	181	183	185
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Arrive SUN.& HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 4.10PM		s 5.05PM	s 5.35PM	s 6.15PM	s 7.20PM	s 7.20PM
23D STREET 0.3	45.0				f			f
ARMY STREET 0.9	44.7							
14TH AVE. 2.1	43.8							
BAYSHORE 1.3	41.7	f 4.00		f 4.54	f 5.25	6.05	f 7.10	f 7.10
VISITACION 0.4	40.4				f			
R VISITACION TOWER 1.7	40.0							
BUTLER ROAD 0.7	38.3			f	f			
SO. SAN FRANCISCO 1.1	37.6	s 3.54		s 4.45	s 5.18	s 5.59	s 7.03	s 7.04
TANFORAN WYE 0.6	36.5							
SAN BRUNO 1.1	35.9	f 3.50		s 4.41	s 5.13	s 5.55	f 6.59	f 7.00
LOMITA PARK 1.6	34.8	f		f		f	f	f
MILLBRAE 1.5	33.2	f 3.46		f 4.35	f 5.08	f 5.49	f 6.53	f 6.56
BROADWAY 1.1	31.7	s		s	s	s	s	s
BURLINGAME 1.6	30.6	s 3.42		s 4.30	s 5.03	s 5.44	s 6.49	s 6.51
SAN MATEO 1.0	29.0	s 3.38		s 4.26	s 4.58	s 5.40	s 6.45	s 6.47
LESLIE 0.8	28.0	f		f	f	f	f	f
ROMAC 0.6	27.2							
BERESFORD 1.6	26.6	f		f	f	f	f	f
BELMONT 1.3	25.0	f		f	s	f	s	f
SAN CARLOS 2.2	23.7	f 3.28		s 4.16	s 4.47	s 5.30	s 6.35	f 6.38
REDWOOD CITY 0.8	21.5	s 3.24		s 4.11	s 4.42	s 5.26	s 6.31	s 6.34
R REDWOOD JCT. 1.6	20.7	3.22		4.09	4.39	5.24	6.29	6.32
ATHERTON 1.1	19.1	f		f 4.06	f	f 5.21	s	f
MENLO PARK 1.2	18.0	f		s	s	s	s	f
PALO ALTO 1.7	16.8	s 3.13		s 4.00	s 4.31	s 5.17	s 6.20	s 6.23
R MAYFIELD 3.0	15.1	s 3.09		s 3.57	s 4.26	s 5.14	s 6.14	f 6.19
CASTRO 1.3	12.1				f		f	f
MOUNTAIN VIEW 2.7	10.8	f 3.04		s 3.51	s 4.18	s 5.08	s 6.09	f 6.14
SUNNYVALE 2.0	8.1	f 2.59		s 3.46	s 4.12	s 5.03	s 6.04	f 6.09
LAWRENCE 3.5	6.1	f 2.55		f 3.42	f 4.09	f 5.00	f	f 6.05
R SANTA CLARA 0.9	2.6	s 2.50	s 3.27PM	s 3.37	s 4.04	s 4.55	s 5.55	s 6.00
SAN JOSE YARD 0.5	1.7							
R COLLEGE PARK 1.2	1.2	f		3.30PM	f		f	f
TO-R SAN JOSE	0.0	2.45PM	3.20PM	Via West San Jose	3.58PM	4.50PM	5.50PM	5.55PM
(46.9)		Leave SUN.& HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY
Time over District		(1.25)	(0.07)	(1.35)	(1.37)	(1.25)	(1.30)	(1.25)
Average Speed per Hour		33.11	22.28	28.86	29.01	33.11	31.27	33.11

STATIONS	Distance from San Jose	71	179	557	85	77
		Daylight	Passenger	Passenger	Redwood	Shore Line
		Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 7.45PM	s 8.15PM		s 9.30PM	s 10.50PM
23D STREET 0.3	45.0					
ARMY STREET 0.9	44.7					
14TH AVE. 2.1	43.8					
BAYSHORE 1.3	41.7	7.35	8.05		9.20	10.41
VISITACION 0.4	40.4					
R VISITACION TOWER 1.7	40.0					
BUTLER ROAD 0.7	38.3				f	
SO. SAN FRANCISCO 1.1	37.6	7.30	s 7.59		f 9.14	10.36
TANFORAN WYE 0.6	36.5					
SAN BRUNO 1.1	35.9	7.27	f 7.56		f 9.11	10.33
LOMITA PARK 1.6	34.8		f			
MILLBRAE 1.5	33.2					
BROADWAY 1.1	31.7		s		s	
BURLINGAME 1.6	30.6		s 7.47		s 9.02	
SAN MATEO 1.0	29.0	7.19	s 7.43		s 8.58	10.25
LESLIE 0.8	28.0		f			
ROMAC 0.6	27.2					
BERESFORD 1.6	26.6					
BELMONT 1.3	25.0		f		f	
SAN CARLOS 2.2	23.7		s 7.34		f 8.49	
REDWOOD CITY 0.8	21.5		s 7.30		s 8.45	
R REDWOOD JCT. 1.6	20.7	7.10	7.28		8.43	10.16
ATHERTON 1.1	19.1		7.25		f	
MENLO PARK 1.2	18.0		s		f	
PALO ALTO 1.7	16.8		s 7.19		s 8.35	
R MAYFIELD 3.0	15.1	7.03	s 7.15		s 8.31	10.06
CASTRO 1.3	12.1					
MOUNTAIN VIEW 2.7	10.8		s 7.09	Via Newark	s 8.25	
SUNNYVALE 2.0	8.1		s 7.04		f 8.20	
LAWRENCE 3.5	6.1		f 7.00			
R SANTA CLARA 0.9	2.6		s 6.55	s 8.11PM	s 8.13	
SAN JOSE YARD 0.5	1.7					
R COLLEGE PARK 1.2	1.2			f 8.08	8.10PM	
TO-R SAN JOSE	0.0	6.45PM	6.50PM	8.05PM	Via West San Jose	9.47PM
(46.9)		Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily
Time over District		(1.00)	(1.25)	(0.06)	(1.20)	(1.03)
Average Speed per Hour		46.90	33.11	26.00	34.28	44.67

Additional Stations
Paul Ave. MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7
Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞NOTE.—See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
183	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
27	San Mateo	Discharge		Beyond San Jose	Daily
163	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
85	Any Station	Discharge		Beyond Los Gatos	Daily
77	Palo Alto	Discharge		Del Monte Jct. or beyond	Daily

EASTWARD

San Francisco Subdivision.

WESTWARD

Time Table No. 134

June 14, 1931

Automatic Block System

Double Track

Capacity of sidings and spurs in car lengths	THIRD CLASS 254	THIRD CLASS 242	FIRST CLASS 196	FIRST CLASS 194	FIRST CLASS 192	FIRST CLASS 74	FIRST CLASS 76	Distance from San Francisco	STATIONS		Distance from San Jose	FIRST CLASS 191	THIRD CLASS 265
	Ogden and Portland Manifest	Fresno Mdse. Freight	Passenger	Passenger	Passenger	Padre	Lark					Passenger	Ogden Manifest
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
San Francisco Terminal Yard BKWOIT YP			10.45PM	9.45PM	8.35PM		8.00PM	0.0	TO-R SAN FRANCISCO	1.9	46.9	s 11.20PM	
								1.9	23D STREET	0.3	45.0	f	
								2.2	ARMY STREET	0.9	44.7		
P								3.1	14TH AVE.	2.1	43.8		
BKWO ITP	11.00PM	7.00PM	f 10.54	f 9.54	f 8.44		8.09	5.2	BAYSHORE	1.3	41.7	s 11.10	1.45AM
								6.5	VISITACION	0.4	40.4		
IP								6.9	R VISITACION TOWER	1.7	40.0		
								8.6	BUTLER ROAD	0.7	38.3	f	
P			s 11.00	s 10.00	s 8.50		8.14	9.3	SO. SAN FRANCISCO	1.1	37.6	s 11.03	
Y								10.4	TANFORAN WYE	0.6	36.5		
P			s 11.03	s 10.03	s 8.53		8.17	11.0	SAN BRUNO	1.1	35.9	f 11.00	
			s	s	f			12.1	LOMITA PARK	1.6	34.8	f	
51 Center P			f 11.08	f 10.08	f			13.7	MILLBRAE	1.5	33.2	f	
52 Spur P			s	s	s			15.2	BROADWAY	1.1	31.7	s	
60 Spur P			s 11.12	s 10.12	s 9.01		s	16.3	BURLINGAME	1.6	30.6	s 10.50	
			s 11.17	s 10.16	s 9.05		8.25	17.9	SAN MATEO	1.0	29.0	s 10.46	
91 Center P			f	f	f			18.9	LESLIE	0.8	28.0	f	
14 Spur P								19.7	ROMAC	0.6	27.2		
			f	f	f			20.3	BERESFORD	1.6	26.6	f	
28 Spur P			s	f	f			21.9	BELMONT	1.3	25.0	f	
51 Center P			s 11.25	s 10.24	s 9.15			23.2	SAN CARLOS	2.2	23.7	s 10.38	
Yard			s 11.29	s 10.28	s 9.19			25.4	REDWOOD CITY	0.8	21.5	s 10.34	
WIYP	12.15AM	8.00PM	11.31	10.30	9.21		8.34	26.2	R REDWOOD JCT.	1.6	20.7	10.32	1.04AM
51 Center			s 11.34	f 10.33	f 9.24			27.8	ATHERTON	1.1	19.1	f	
41 Spur P	Via Dumbarton	Via Dumbarton	s	s	s			28.9	MENLO PARK	1.2	18.0	s	Via Dumbarton
51 Spur P			s 11.39	s 10.39	s 9.31		s	30.1	PALO ALTO	1.7	16.8	s 10.25	
53 Center KWYP			s 11.42	s 10.42	s 9.35		8.44	31.8	R MAYFIELD	3.0	15.1	s 10.22	
								34.8	CASTRO	1.3	12.1	f	
51 Center P			f 11.48	f 10.48	f 9.42	Via Newark		36.1	MOUNTAIN VIEW	2.7	10.8	s 10.16	
77 Spur P			f 11.52	f 10.52	f 9.47			38.8	SUNNYVALE	2.0	8.1	s 10.12	
50 Center			f	f	f			40.8	LAWRENCE	3.5	6.1	f	
San Jose Term. Yard IP			f 11.59PM	f 10.59	f 9.54	9.26PM		44.3	R SANTA CLARA	0.9	2.6	s 10.05	
KP								45.2	SAN JOSE YARD	0.5	1.7		
IP			f	f	f			45.7	R COLLEGE PARK	1.2	1.2		
BKW OITP			s 12.05AM	s 11.05PM	s 10.00PM	s 9.32PM	s 9.03PM	46.9	TO-R SAN JOSE		0.0	10.00PM	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)			Leave Daily	Leave Daily
	(1.15) 16.80	(1.00) 21.00	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(0.06) 26.00	(1.03) 44.67		........Time over District............ ....Average Speed per Hour.........			(1.20) 35.18	(0.41) 30.74

Water supply Redwood Junction located on Western Division line.

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7
- Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

☞NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.

San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	EASTWARD FIRST CLASS 178	82	150	84	32	86	Distance from San Francisco		Time Table No. 134 June 14, 1931	Distance from Santa Cruz	WESTWARD FIRST CLASS 147	81	87	175	89	85
	Passenger	Santa Cruz	Passenger	Redwood	Passenger	Passenger			Los Altos—College Park—Santa Cruz Branches		Passenger	Santa Cruz	Passenger	Passenger	Passenger	Redwood
	Leave Daily EX. SAT. & SUNDAY	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			**STATIONS**		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily
30 WYP	6.06 PM	4.44 PM	1.55 PM				31.8	TO-R	MAYFIELD 2.2	43.7	s 7.33 AM	s 8.53 AM				
	f		f				34.0		ALTA MESA 1.7	41.5	f	f				
13 Spur P	s 6.14	s 4.52	s 2.05				35.7		LOS ALTOS 1.8	39.8	s 7.26	s 8.46				
	s		s				37.5		SPRINGER ROAD 0.7	38.0	f					
	s		s				38.2		LOYOLA 1.5	37.3	f					
10 Spur	f		f	Via West San Jose	Via West San Jose	Via West San Jose	39.7		SIMLA 1.3	35.8	f		Via West San Jose	Via West San Jose	Via West San Jose	Via West San Jose
	s 6.24	f 5.02	s 2.15				41.0		MONTA VISTA 2.8	34.5	f 7.15	f 8.38				
	f	f	f				43.8		AZULE 1.4	31.7	f	f				
9	s 6.32	f 5.09	s 2.22				45.2		CONGRESS JCT. 0.9	30.3	f 7.06	f 8.29				
	f	f	f				46.1		SAN TOMAS 0.8	29.4	f	f				
	f	f	f				46.9		POLLARD ROAD 0.9	28.6	f	f				
	f	f	f				47.8		QUITO 0.3	27.7	f	f				
P	s 6.41	s 5.17	s 2.30	9.54 AM	8.07 AM	6.05 AM	48.1 51.8	R	VASONA JCT. 0.3	27.4	s 7.01	s 8.23	s 3.00 PM	s 3.10 PM	s 7.10 PM	s 7.55 PM
8 Spur							52.1	Automatic Block System	BULWER 2.2	27.1						
67 WP	s 6.50 PM	s 5.26	s 2.40 PM	s 10.03	s **8.16**	s 6.15 AM	54.3	TO-R	LOS GATOS 1.8	24.9	6.55 AM	s **8.16**	2.50 PM	s 3.03	7.00 PM	s 7.48
				f			56.1		LYNDON 0.9	23.1		f		f		f
16 P		s 5.34		f 10.12			57.0		ALMA 1.5	22.2		s 8.03		f 2.53		f 7.38
		f		f			58.5		ALDERCROFT 1.5	20.7		f				f
20		5.42		f 10.20	8.34		60.0		EVA 0.3	19.2		f 7.54		f 2.44		f 7.29
P		f		f			60.3		CALL OF THE WILD 1.0	18.9		f		f		f
14 WP		s 5.47		s 10.25	8.38		61.3	TO	WRIGHT 2.1	17.9		s 7.50		s 2.40		s 7.25
7 P		s		f			63.4		LAUREL 1.4	15.8		f		f		f
27 P		f 5.58		f 10.37	8.47		64.8		GLENWOOD 1.0	14.4		f 7.40		f 2.29		f 7.15
				f			65.8		CLEMS 0.8	13.4						
15 P		6.03		f 10.42			66.6		TANK SIDING 0.8	12.6		f 7.35		f 2.23		f 7.10
5 Spur		f		f			67.4		ZAYANTE 1.2	11.8		f		f		f
9		f 6.08		f 10.48			68.6		MEEHAN 1.8	10.6		f 7.30		f 2.18		f 7.05
55 P		f		f 10.53			70.4		OLYMPIA 1.7	8.8		f		f 2.13		f
		f		f 10.57			72.1		MT. HERMON 0.3	7.1		f		f		f
9 33 WP		s 6.18		s 11.03	s 9.08		72.4	TO-R	FELTON 0.9	6.8		s 7.19		s 2.07		s 6.54
4		f		f 11.07	f		73.3		BIG TREES 2.1	5.9		f		f		f
24 P		f 6.26		f 11.12			75.4		RINCON 1.5	3.8		f 7.11		f 1.56		f 6.46
				f			76.9		GOLF LINKS 1.2	2.3						
16		f		f			78.1		EBLIS 0.3	1.1		f		f		f
				f			78.4		PARK STREET 0.8	0.8						
Term. Yd. BKWOTYP		s **6.35** PM		s 11.25 AM	s 9.25 AM		79.2	TO-R	SANTA CRUZ	0.0		7.00 AM		1.45 PM		**6.35** PM
	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave Daily
	(0.44) 25.64	(1.51) 23.62	(0.45) 25.07	(1.31) 18.07	(1.18) 21.08	(0.10) 15.00			.... Time over District .... Average Speed per Hour		(0.38) 29.68	(1.53) 23.20	(0.10) 15.00	(1.25) 19.34	(0.10) 15.00	(1.20) 20.55

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 86 superior to No. 147.
- No. 150 superior to No. 87.
- No. 178 superior to No. 89.

Telephone on Train Dispatcher's circuit located in Watchman's Cabin at Tunnel 5.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
147-178-150	Road crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily
147	Grant Road M. P. 38.9	Receive or Discharge	Any Station	Any Station	Daily
84-82-81-175-85	Eccles M. P. 70	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD

San Francisco Subdivision.

Time Table No. 134

June 14, 1931

Capacity of sidings and spurs in car lengths	FIRST CLASS							Distance from San Francisco	STATIONS	
	74	76	102	28	78	72	30			
	Padre	Lark	Sunset Limited	Del Monte	Shore Line	Daylight	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term. Yard BKWOITP	9.42PM	9.08PM	8.00PM	4.15PM	9.15AM	9.05AM	4.20AM	46.9	TO-R SAN JOSE	1.1
								48.0 51.7	4TH ST., SAN JOSE	1.2
86	9.50	9.17	8.08	4.23	9.24	9.13	4.29	52.9	VALBRICK	0.3
I								53.2	W.P.R.R. Crossing	1.0
80 P								54.2	LUTHER	1.4
69 P	9.54	9.21	8.12	4.27	f 9.29	9.17	f 4.33	55.6	R LICK	1.8
22 Spur P					f		f	57.4	EDENVALE	5.7
WP 102 Center	f 10.04	9.31	8.22	4.37	s 9.41	9.27	f 4.45	63.1	TO COYOTE	3.2
85 P	f				f		f 4.50	66.3	PERRY	2.9
25 P	f				f		f	69.2	MADRONE	1.6
85 P	f 10.14	9.41	8.32	f 4.47	s 9.53	9.37	f 4.56	70.8	TO MORGANHILL	1.2
31					f		f	72.0	TENNANT	2.1
9 Spur								74.1	DURNEY	0.5
66 P	f 10.19	9.46	8.37	4.52	s 9.59	9.42	f 5.02	74.6	TO SAN MARTIN	2.4
72 P								77.0	RUCKER	2.1
14 Spur								79.1	LONOKE	1.6
Yard BKWOTP	s 10.31	9.56	s 8.48	s 5.04	s 10.14	9.50	s 5.15	80.7	TO-R GILROY	2.5
P								83.2	CARNADERO	0.9
65 Spur								84.1	NEMA	0.3
15 Spur					f			84.4	MILLER	2.7
79 WP	10.39	10.04	8.58	5.12	s 10.23	9.57	f 5.24	87.1	TO SARGENT	1.9
26 P								89.0	BETABEL	2.9
96 P	10.48	10.12	9.06	5.20	f 10.32	10.05	f 5.32	91.9	CHITTENDEN	1.3
128 P	10.50	10.14	9.08	5.22	10.34	**10.07**	5.34	93.2	LOGAN	1.4
36 Spur P	f				s		f	94.6	TO AROMAS	2.5
14 Spur P					f			97.1	VEGA	3.3
Term. Yard BKWOTYP	s 11.00PM	s 10.24PM	s 9.18PM	s 5.32PM	s 10.50AM	s 10.17AM	s 5.45AM	100.4	TO-R WATSONVILLE JCT.	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.8)	
	(1.18) 38.05	(1.16) 39.32	(1.18) 38.05	(1.17) 38.81	(1.35) 31.46	(1.12) 41.50	(1.25) 35.15		.... Time over District ....Average Speed per Hour	

Automatic Block System: San Jose to Watsonville Jct.

Double Track: Lick to Coyote; Gilroy to Sargent; Logan to Watsonville Jct.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
74	Any Station	Receive	Los Angeles		Daily
78	State College, San Jose	Receive and discharge	Any station		Daily

FIRST CLASS

Time Table No. 134 June 14, 1931 STATIONS	Distance from Watsonville Jct.	101 Sunset Limited Arrive Daily	75 Lark Arrive Daily	73 Padre Arrive Daily	27 Del Monte Arrive Daily	31 Passenger Arrive Daily	71 Daylight Arrive Daily	77 Shore Line Arrive Daily
TO-R SAN JOSE	49.8	s 7.00AM	s 8.18AM	s 8.55AM	s 11.10AM	s 3.50PM	s 6.43PM	s **9.42**PM
1.1								
4TH ST., SAN JOSE	48.7							
1.2								
VALBRICK	47.5	6.50	8.09	8.46	11.02	3.39	6.35	9.34
0.3								
W. P. R. R. Crossing	47.2							
1.0								
LUTHER	46.2							
1.4								
R LICK	44.8	6.45	8.05	f 8.42	10.58	3.35	6.31	9.30
1.8								
EDENVALE	43.0			f		f		
5.7								
TO COYOTE	37.3	6.35	7.55	f 8.31	10.48	s 3.24	6.22	9.20
3.2								
PERRY	34.1	6.30	7.51	f 8.26		f 3.19		
2.9								
MADRONE	31.2			f				
1.6								
TO MORGANHILL	29.6	6.24	7.45	f 8.20	10.38	s 3.13	6.12	9.10
1.2								
TENNANT	28.4			f				
2.1								
DURNEY	26.3							
0.5								
TO SAN MARTIN	25.8	6.19	7.40	f 8.14	10.33	f 3.07	6.07	9.05
2.4								
RUCKER	23.4							
2.1								
LONOKE	21.3							
1.6								
TO-R GILROY	19.7	s 6.09	7.30	s 8.04	s 10.25	s 2.58	5.59	s 8.55
2.5								
CARNADERO	17.2							
0.9								
NEMA	16.3							
0.3								
MILLER	16.0							
2.7								
TO SARGENT	13.3	5.57	7.20	f 7.53	10.16	s 2.46	5.50	8.43
1.9								
BETABEL	11.4							
2.9								
CHITTENDEN	8.5	5.49	7.12	f 7.45	10.09	f 2.37	5.42	8.35
1.3								
LOGAN	7.2	5.46	7.09	f 7.42	**10.07**	2.33	5.40	8.33
1.4								
TO AROMAS	5.8			f		s 2.30		
2.5								
VEGA	3.3					f		
3.3								
TO-R WATSONVILLE JCT.	0.0	5.35AM	6.58AM	7.30AM	9.55AM	2.20PM	5.30PM	8.23PM
(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour		(1.25) 35.15	(1.20) 37.35	(1.25) 35.15	(1.15) 39.84	(1.30) 33.20	(1.13) 40.93	(1.19) 37.82

Automatic Block System (San Jose – Watsonville Jct.)

Double Track (Lick – Coyote; Gilroy – Sargent; Logan – Watsonville Jct.)

Capacity of sidings and spurs in car lengths		Distance from San Francisco	Time Table No. 134 June 14, 1931 New Almaden Branch STATIONS	Distance from Lick
34	WP	50.7	TO-R CAMPBELL	17.2
			0.1	
		50.8 54.5	JCT. ALMADEN BR.	17.1
			0.9	
18 Spur		55.4	CAMPBELL GRAVEL PIT	16.2
			0.6	
		56.0	L. G. & S. J. ROAD	15.6
			0.7	
4 Spur		56.7	UNION AVE.	14.9
			2.4	
13		59.1	LE FRANC	12.5
			0.8	
		59.9	THONA	11.7
			1.1	
2 Spur		61.0	MERCURY	10.6
			1.7	
		62.7	ALMADEN CROSS'G	8.9
			1.4	
12		64.1 63.0	NEW ALMADEN	7.5
			3.2	
17		59.8	SEALS	4.3
			0.9	
12		58.9	ALAMITOS	3.4
			3.4	
69	P	55.6	R LICK	0.0
			(17.2)	
			Service performed by extra trains and yard engines.	

Capacity of sidings and spurs in car lengths		Distance from San Francisco	Time Table No. 134 June 14, 1931 Tres Pinos Branch STATIONS	Distance from Tres Pinos
	P	83.2	CARNADERO	17.9
			1.8	
		85.0	SAWYER	16.1
			0.9	
22 Spur		85.9	FEP	15.2
			4.4	
9		90.3	HUDNER	10.8
			3.4	
		93.7	DURI	7.4
			1.2	
16	WP	94.9	HOLLISTER	6.2
			3.8	
		98.7	AGATE	2.4
			2.4	
Term. TP		101.1	TRES PINOS	0.0
			(17.9)	
			Service performed by extra trains.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
101	Any Station	Discharge		Yuma	Daily
77	Any Station	Discharge		Santa Barbara	Daily
73-31	State College San Jose	Receive and Discharge		Any Station	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS							Distance from San Francisco		Time Table No. 134 June 14, 1931	Distance from San Luis Obispo	FIRST CLASS						
	330 Freight	74 Padre	76 Lark	102 Sunset Limited	28 Del Monte	78 Shore Line	72 Daylight	30 Passenger					101 Sunset Limited	75 Lark	73 Padre	27 Del Monte	31 Passenger	71 Daylight	77 Shore Line
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTYP	7.40 AM	11.10 PM	10.29 PM	9.25 PM	5.37 PM	11.00 AM	10.21 AM	6.10 AM	100.4	Automatic Block System	TO-R WATSONVILLE JCT.	151.7	s 5.20 AM	s 6.48 AM	s 7.20 AM	s 9.50 AM	s 2.10 PM	s 5.25 PM	s 8.16 PM
2 Spur									103.6		3.2 LYDA	148.5							
68 P	7.54	11.18	10.37	9.33	f 5.46	11.08	10.29	f 6.18	105.6		2.0 ELKHORN	146.5	5.11	6.39	7.12	f 9.42	f 2.02		8.06
93 KWYP	8.03	s 11.25	10.43	s 10.00	s 5.55 PM	s 11.21	10.35	s 6.26 AM	110.4		4.8 TO-R DEL MONTE JCT.	141.7	5.04	6.31	s 7.05	9.35 AM	1.55 PM	5.11	s 7.58
66 P			10.48	10.05		11.27	10.40		113.9		3.5 COOPER	138.2							
30									115.6		1.7 GRAVES	136.5							
239 BKWTP	8.21	s 11.40	10.54	s 10.13		s 11.37	s 10.46		118.2		2.6 TO-R SALINAS	133.9	s 4.53	6.20	s 6.47			s 5.01	s 7.38
76 YP	8.26	11.43	10.57	10.16			10.49		120.3		2.1 SPRECKELS JCT.	131.8	4.46	6.15	6.39			4.56	7.30
47 P	8.36					f 11.48			125.3		5.0 SPENCE	126.8							f 7.24
108 WP	8.44	f 11.54 PM	11.08	10.27		s 11.54 AM	11.00		129.1		3.8 TO CHUALAR	123.0	4.35	6.04	f 6.28			4.45	f 7.19
40 Spur									131.0		1.9 GABILAN	121.1							
47 P	8.50								131.9		0.9 PENVIR	120.2		6.00					
165 P	8.56	f 12.03 AM	11.16	10.35		s 12.05 PM	11.08		135.1		3.2 TO GONZALES	117.0	4.27	5.56	f 6.19			4.37	s 7.09
22 Spur									138.8		3.7 MOLUS	113.3							
47 P	9.06	12.12	11.23	10.42		f 12.13	11.15		140.6		1.8 CAMPHORA	111.5	4.20	5.49	6.11				f 6.59
63 97 WP	9.15	f 12.17	11.27	10.46		s 12.19	11.19		143.6		3.0 TO SOLEDAD	108.5	4.16	5.45	f 6.07			4.26	s 6.55
75 P	9.25	12.23	11.32	10.51		f 12.25	11.24		148.3		4.7 HARLEM	103.8	4.11	5.40	6.01			4.21	f 6.48
46 P	9.35	f 12.29	11.37	10.56		s 12.32	11.28		152.3		4.0 TO METZ	99.8	4.04	5.33	f 5.56				s 6.42
81 P	9.45	12.37	11.45	11.04		f 12.40	11.35		158.9		6.6 COBURN	93.2	3.56	5.25	5.48			4.10	f 6.34
82 Spur Y									161.0		2.1 ELSA	91.1							
119 BKWP	10.00	s 12.45	11.50	11.09		s 12.51	11.40		163.7		2.7 TO-R KING CITY	88.4	3.49	5.18	f 5.41			4.05	s 6.27
81 P	10.20	12.50	11.54 PM	11.13		f 12.55	11.44		167.1		3.4 WELBY	85.0	3.45	5.14	5.34			4.01	f 6.20
94 P	10.30	f 12.57	12.01 AM	11.20		f 1.03	11.50		172.4		5.3 TO SAN LUCAS	79.7	3.37	5.06	f 5.28			3.55	f 6.13
47 P	10.40	1.03	12.07	11.26		1.13	11.56 AM		177.7		5.3 DOCAS	74.4	3.30	4.59	5.21			3.49	6.06
78 KWOP	10.50 AM	f 1.09 AM	12.13 AM	11.32 PM		s 1.20 PM	12.02 PM		182.9		5.2 TO SAN ARDO	69.2	3.23 AM	4.52 AM	5.14 AM			3.43 PM	5.59 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.10) 26.05	(1.59) 41.60	(1.44) 47.60	(2.07) 39.00	(0.18) 33.33	(2.20) 35.36	(1.41) 49.01	(0.16) 37.50			..............Time over District.............. ....Average Speed per Hour.........		(1.57) 42.31	(1.56) 42.64	(2.06) 39.29	(0.15) 40.00	(0.15) 40.00	(1.42) 48.52	(2. 17 36.13

Water supply at Chualar may be obtained from stand pipe opposite section house for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
74	Any Station	Receive	Los Angeles		Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
73	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

Salinas Subdivision.

Automatic Block System

Capacity of sidings and spurs in car lengths	EASTWARD SECOND CLASS 330 Freight	EASTWARD FIRST CLASS 102 Sunset Limited	78 Shore Line	72 Daylight	74 Padre	76 Lark	Distance from San Francisco	Time Table No. 134 June 14, 1931 STATIONS	Distance from San Luis Obispo	WESTWARD FIRST CLASS 101 Sunset Limited	75 Lark	73 Padre	71 Daylight	77 Shore Line
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
78 BKWOP	10.50 AM	11.32 PM	1.20 PM	12.02 PM	1.09 AM	12.13 AM	182.9	TO SAN ARDO 3.5	69.2	3.23 AM	4.52 AM	f 5.14 AM	3.43 PM	s 5.59 PM
47 P	10.57	11.37	1.26		1.14	12.18	186.4	GETTY 3.3	65.7			5.07	3.38	f 5.52
81 P	11.05	11.41	f 1.31	12.11	1.18	12.22	189.7	WUNPOST 6.2	62.4	3.13	4.42	5.03	3.34	f 5.47
116 P	11.17	11.49	f 1.41	12.19	f 1.26	12.30	195.9	TO BRADLEY 5.5	56.2	3.03	4.32	f 4.54	3.26	f 5.39
72 P	11.27	11.56	f 1.48	12.26	1.33		201.4	NACIMIENTO 2.4	50.7	2.56	4.25	4.47	3.19	f 5.31
112 P	11.32	11.59 PM	f 1.52		f 1.37	12.40	203.8	McKAY 3.2	48.3	2.52	4.21	f 4.44	3.16	f 5.27
40 WP	11.45	12.04 AM	s 1.59	12.33	f 1.42	12.45	207.0	TO SAN MIGUEL 3.9	45.1	2.47	4.16	f 4.40	3.12	s 5.22
110 P	11.55 AM	12.09	f 2.05	12.38	1.48	12.50	210.9	WELLSONA 5.4	41.2	2.42	4.11	4.34	3.07	f 5.16
64 WP	12.10 PM	s 12.16	s 2.16	12.45	s 1.58	12.58	216.3	TO PASO ROBLES 5.5	35.8	f 2.32	4.01	s 4.27	3.00	s 5.09
113 P	12.23	12.23	f 2.27	12.52	f 2.10	1.06	221.8	TO TEMPLETON 3.1	30.3	2.22	3.51	f 4.11	2.53	f 4.58
31 P	12.29		f		**2.16**		224.9	ASUNCION 1.8	27.2	**2.16**				f
21 P		s	s 2.35		f 2.20		226.7	ATASCADERO 0.7	25.4	f		f		s 4.49
15 Spur							227.4	BRICKTON 0.6	24.7					
47 P	12.36	12.31	2.37	1.00	2.23	1.14	228.0	HENRY 2.3	24.1	2.05	3.41	3.59		4.44
83 P	12.42	12.34	**2.42**	1.03	2.26	1.17	230.3	EAGLET 3.1	21.8	2.02	3.36	3.55	**2.42**	f 4.41
79 P							233.4	CUSHING 2.1	18.7					4.37
83 KWYP	**1.14**	12.46	s 2.56	**1.14**	s 2.39	1.30	235.5	TO-R SANTA MARGARITA 3.4	16.6	1.55	3.28	s 3.47	2.34	s 4.33
85 P	1.35	12.56	f 3.06	1.22	2.49	**1.40**	238.9	CUESTA 1.1	13.2	**1.40**	3.13	3.34	2.23	f 4.22
9 Spur P							240.0	THYLE 2.6	12.1					
69 P	**2.15**	1.05	f 3.18	1.31	**3.00**	1.57	242.6	NOVA 0.8	9.5	1.30	**3.00**	3.25	**2.15**	4.12
44 WP		1.08	f 3.20	1.33	3.02	2.01	243.4	SERRANO 2.9	8.7	1.27	2.53	3.22		f 4.09
43 P	2.27	**1.15**	3.26	1.40	**3.15**	2.08	246.3	CHORRO 1.7	5.8	**1.15**	2.45	**3.15**	2.05	4.02
25 Spur							248.0	GOLDTREE 2.6	4.1					
111 P	2.40	1.25	3.35	1.49	3.25	2.20	250.6	HATHAWAY 1.5	1.5	1.02	2.34	3.04	1.57	3.52
Term. Yard BKWOTP	2.50 PM	1.30 AM	s 3.40 PM	s **1.53** PM	s 3.30 AM	s 2.25 AM	252.1	TO-R SAN LUIS OBISPO	0.0	12.58 AM	2.30 AM	3.00 AM	**1.53** PM	3.48 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.00) 17.30	(1.58) 35.18	(2.20) 29.66	(1.51) 37.41	(2.21) 29.45	(2.12) 31.46		Time over District Average Speed per Hour		(2.25) 28.63	(2.22) 29.24	(2.14) 30.98	(1.50) 37.75	(2.11) 31.69

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
74	Any Station	Receive	Los Angeles		Daily
73	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 134 June 14, 1931		Distance from Santa Barbara	FIRST CLASS				
	330 Freight	78 Shore Line	72 Daylight	74 Padre	76 Lark	102 Sunset Limited			STATIONS			73 Padre	71 Daylight	77 Shore Line	101 Sunset Limited	75 Lark
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	4.45 PM	3.50 PM	2.03 PM	3.45 AM	2.40 AM	1.45 AM	252.1		TO-R SAN LUIS OBISPO 5.8	Double Track	118.6	s 2.46 AM	s 1.43 PM	s 3.38 PM	s 12.48 AM	s 2.15 AM
30 P				f			257.9	Automatic Block System	EDNA 1.2		112.8	f				
IP	5.02	4.02	2.14	3.57	2.53	**2.01**	259.1		TO-R HADLEY TOWER P. C. R. R. Crossing 0.9		111.6	2.35	1.31	3.25	12.35	**2.01**
28 Spur							260.0		TIBER 2.8		110.7					
13 Spur		f 4.08		f			262.8		PISMO 1.4		107.9	f 2.29		f		
81 P	5.11	4.11	2.20	4.06	3.01	2.08	264.2		GROVER 1.7		106.5	2.26	1.24	3.16	12.26	1.53
40 WP		s 4.17		f 4.11	3.04	2.11	265.9		TO OCEANO 4.0		104.8	f 2.23	1.21	s 3.13	12.23	1.50
104 P	5.20	4.24	2.28	f 4.17	3.10	**2.18**	269.9		CALLENDER 2.5		100.8	f **2.18**	1.16	f 3.05	12.16	1.44
38 P	5.25	4.28	2.32	4.21	3.14	2.22	272.4		BROMELA 4.1		98.3	f 2.11	1.12	3.01	12.11	1.40
122 BKWP	5.40	s 4.42	2.38	s 4.31	3.20	2.30	276.5		TO GUADALUPE 4.2		94.2	s 2.05	1.07	s 2.55	s 12.03	1.34
83 P	5.51	4.49	**2.45**	f 4.38	3.27	2.37	280.7		WALDORF 4.1		90.0	f 1.55	1.01	**2.45**	11.55 PM	1.28
46 P	6.05	4.56	2.51	4.44	3.34	2.43	284.8		SCHUMAN 2.7		85.9	1.49	12.55	2.37	11.49	1.21
91 43 YP	6.10	s 5.02	2.55	f 4.50	3.39	2.48	287.5		TO CASMALIA 2.5		83.2	f 1.45	12.51	s 2.33	11.45	1.17
77 P	6.15	5.07		4.55	3.44	2.53	290.0		ANTONIO 3.2		80.7	1.41	12.47	2.28	11.41	1.13
47 P	6.22	5.12	3.03	f 5.00	3.50	2.58	293.2		NARLON 4.0		77.5	f 1.36	12.42	2.22	11.36	1.08
79 P	6.35	5.18	3.09	f 5.06	3.56	3.05	297.2		TANGAIR 4.1		73.5	1.30	12.37	2.17	11.30	1.02
17 Spur							301.3		AJAX 1.4		69.4					
125 WOYP	6.55	s 5.28	3.17	s 5.16	4.05	3.15	302.7		TO-R SURF 5.2		68.0	s 1.20	12.28	s 2.07	f 11.20	12.53
79 P	7.10	5.38	3.24	f 5.24	4.13	3.23	307.9		HONDA 2.6		62.8	1.09	12.21	1.55	11.09	12.42
42		f		f			310.5		ARLIGHT 2.0		60.2	f		f		
46 P	7.19	5.48	3.31	5.32	4.21	3.31	312.5		ARGUELLO 4.8		58.2	1.02	12.15	1.47	11.03	12.35
47 P	7.30	f 5.55	3.37	f 5.40	4.28	3.38	317.3		SUDDEN 3.5		53.4	f 12.55	12.09 PM	f 1.39	10.57	12.29
92 WP	7.40	f 6.00		f 5.45	4.33	3.43	320.8		JALAMA 4.5		49.9	f 12.50		f 1.34	10.52	12.24
55 33 P	7.50	f 6.08	3.47	f 5.53	4.41	3.51	325.3		TO CONCEPCION 3.3		45.4	f 12.44	11.58 AM	f 1.28	10.46	12.18
11 Spur							328.6		ANACAPA 1.2		42.1					
47 P	8.00	6.15	3.53	6.01	4.47	3.57	329.8		GATO 1.2		40.9	12.37	11.52	1.21	10.40	12.12
17		f		f			331.0		SAN AUGUSTINE 3.2		39.7	f		f		
14 Spur P		f		f			334.2		DRAKE 0.6		36.5	f		f		
62 P	8.08	6.23	4.00	6.08	4.54	4.04	334.8		SACATE 4.6		35.9	12.30	11.45	1.14	10.33	12.05 AM
88 P	8.18 PM	s 6.31 PM	4.06 PM	s 6.16 AM	5.01 AM	4.11 AM	339.4		TO GAVIOTA		31.3	12.23 AM	11.39 AM	1.07 PM	10.27 PM	11.59 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(87.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33) 24.59	(2.41) 32.53	(2.03) 42.75	(2.31) 34.69	(2.21) 37.15	(2.26) 35.88			............Time over District............ ....Average Speed per Hour..........			(2.23) 37.33	(2.04) 42.24	(2.31) 34.69	(2.21) 37.15	(2.16) 38.51

The wye at Casmalia is located at the west siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77-78	Waldorf	Receive or Discharge	Any Station	Any Station	Tuesday Wednesday Friday Saturday
77-78	Narlon	Receive or Discharge	Any Station	Any Station	Saturday Sunday
102	Any Station	Receive	Yuma		Daily
74	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
73	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily
74	Pismo				Sunday to Unload Papers
77-78	Section Quarters 1½ Mile East of Honda	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths		SECOND CLASS 330 Freight Leave Daily	FIRST CLASS 78 Shore Line Leave Daily	72 Daylight Leave Daily	74 Padre Leave Daily	76 Lark Leave Daily	102 Sunset Limited Leave Daily	Distance from San Francisco	Time Table No. 134 June 14, 1931 STATIONS	Distance from Santa Barbara	FIRST CLASS 71 ✓ Daylight Arrive Daily	77 ✓ Shore Line Arrive Daily	101 ✓ Sunset Limited Arrive Daily	75 ✓ Lark Arrive Daily	73 ✓ Padre Arrive Daily
88	P	8.18 PM	6.31 PM	4.06 PM	6.16 AM	5.01 AM	4.11 AM	339.4	TO GAVIOTA 3.2	31.3	11.39 AM	s 1.07 PM	10.27 PM	11.59 PM	f 12.23 AM
46	P	8.26	6.36		6.21	5.06	4.16	342.6	LENTO 3.1	28.1			10.22	11.55	
49	P	8.35	f 6.40	4.14	f 6.25	5.11	4.20	345.7	TAJIGUAS 2.9	25.0	11.31	f 12.59	10.18	11.51	f 12.14
28 Spur			f		f			348.6	ORELLA 1.3	22.1		f			f
47	P	8.45	6.47	4.20	6.32	5.18	4.27	349.9	CAPITAN 5.1	20.8	11.25	12.52	10.12	11.45	12.07
50 81	WP	8.55	f 6.56	4.27	s 6.40	5.27	4.36	355.0	TO NAPLES 2.1	15.7	11.18	f 12.45	10.05	11.38	f 12.01 AM
7 Spur								357.1	VILO 1.8	13.6					
46	P	9.05	7.01	4.32	f 6.45	5.33	4.41	358.9	ELLWOOD 1.3	11.8	11.13	12.39	9.59	11.32	f 11.54 PM
27					f			360.2	COROMAR 1.5	10.5					f
24								361.7	LA PATERA 1.1	9.0					
47	P	9.15	7.07	4.37	f 6.52	5.39	4.47	362.8	TO GOLETA 2.1	7.9	11.08	f 12.34	9.54	11.27	f 11.49
2 Spur								364.9	IRMA 1.6	5.8					
42	P	9.21	7.13	4.42	6.59	5.45	4.53	366.5	HOPE RANCH 1.4	4.2	11.03	12.29	9.49	11.22	11.44
7 Spur								367.9	OLIVA 0.6	2.8					
	P	9.30	7.20	4.45	7.05	5.51	5.00	368.5	WEST STA. BARBARA D.T. 2.2	2.2	11.00	12.25	9.45	11.18	11.40
Term. Yard BKWOTP		9.40 PM	s 7.25 PM	s 4.50 PM	s 7.10 AM	s 5.57 AM	s 5.05 AM	370.7	TO-R SANTA BARBARA D.T.	0.0	10.55 AM	12.20 PM	9.40 PM	11.13 PM	11.35 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(1.22) 22.90	(0.54) 34.78	(0.44) 42.68	(0.54) 34.78	(0.56) 33.53	(0.54) 34.78		............Time over District............ ....Average Speed per Hour.........		(0.44) 42.68	(0.47) 39.96	(0.47) 39.96	(0.46) 40.83	(0.48) 39.13

Automatic Block System (Gaviota to Santa Barbara)

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 Lompoc Branch STATIONS	Distance from Lompoc
125 WOYP	302.7	TO-R SURF 1.1	9.7
29	303.8	BARODA 3.8	8.6
23	307.6	POST 0.5	4.8
15 Spur	308.1	GARUS 0.2	4.3
10 Spur	308.3	LA SALLE 0.8	4.1
13 Spur	309.1	MURRAY 0.7	3.3
10	309.8	ACORN 2.6	2.6
Term. BKTP	312.4	TO-R LOMPOC	0.0
		(9.7)	

Service performed by extra trains.

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 White Hills Branch STATIONS	Distance from White Hills
	312.9 313.0	WHITE HILLS JCT. 3.7	3.8 3.7
Term.	316.7	WHITE HILLS	0.0
		(3.7)	

Service performed by extra trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
74	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
73	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 134 June 14, 1931 Santa Cruz Branch	Distance from Watsonville Jct.	FIRST CLASS	THIRD CLASS
	356 Local Freight	32 Passenger					29 Passenger	355 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily			STATIONS		Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	12.05 PM	9.30 AM	79.2	A.B.S.	TO-R SANTA CRUZ	20.0	s 11.40 AM	7.45 AM
					0.5			
		s	79.7		CASINO	19.5	s	
					0.7			
5 Spur		f	80.4		SEABRIGHT	18.8	f 11.35	
					0.5			
4 Spur			80.9		TWIN LAKES	18.3	f	
					0.8			
5 Spur			81.7		CLIFFSIDE	17.5	f	
					1.5			
6 Spur			83.2		OPAL	16.0		
					0.7			
18 P	12.30	s 9.41	83.9	TO	CAPITOLA	15.3	s 11.28	7.20
					1.2			
			85.1		NEW BRIGHTON	14.1	f	
					1.9			
10 P	1.00	s 9.47	87.0	TO	APTOS	12.2	s 11.22	7.10
					0.7			
3			87.7		FARLEY	11.5		
					2.0			
8 Spur			89.7		LEONARD	9.5	f	
					0.9			
3 Spur			90.6		ROBROY	8.6	f	
					0.2			
3 Spur			90.8		CRISTO	8.4	f	
					1.7			
13 P	1.33	f 9.59	92.5		ELLICOTT	6.7	f 11.11	6.54
					3.3			
34 P	1.45		95.8		NUGA	3.4	f 11.04	6.43
					2.0			
Term. Yard	1.52	s 10.10	97.8		WATSONVILLE	1.4	s 11.00	6.36
					1.4			
BKWOTYP	2.00 PM	s 10.15 AM	99.2		TO-R WATSONVILLE JCT.	0.0	10.55 AM	6.30 AM
	Arrive Daily EX. SUNDAY	Arrive Daily			(20.0)		Leave Daily	Leave Daily EX. SUNDAY
	(1.55) 10.43	(0.45) 26.67			..........Time over District.......... ....Average Speed per Hour..........		(0.45) 26.67	(1.15) 16.00

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table No. 134 June 14, 1931 Boulder Creek Branch	Distance from Boulder Creek
			STATIONS	
36 WP	72.4	TO-R	FELTON	7.3
			1.0	
	73.4		BONNY BRAE	6.3
			0.9	
	74.3		BRACKNEY	5.4
			0.4	
3 Spur	74.7		GLEN ARBOR	5.0
			1.2	
13 Spur	75.9		NEWELL JCT.	3.8
			0.4	
10	76.3		BEN LOMOND	3.4
			1.0	
	77.3		PHILLIPSHURST	2.4
			0.3	
8 Spur	77.6		SIESTA	2.1
			0.3	
	77.9		FISH HATCHERY	1.8
			0.4	
8 Spur	78.3		BROOKDALE	1.4
			0.5	
	78.8		HARRIS	0.9
			0.3	
	79.1		FILBERT	0.6
			0.6	
Term. P	79.7		TO-R BOULDER CREEK	0.0
			(7.3)	
			Service Performed by Extra Trains	

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco	Time Table No. 134 June 14, 1931 Davenport Branch	Distance from Davenport	FIRST CLASS			SECOND CLASS
	360 Local Freight	404 Passenger	406 Passenger	402 Mixed				403 Mixed	407 Passenger	405 Passenger	359 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. ONLY	Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY	Arrive SUN. ONLY	Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	8.20 AM	3.35 PM	6.45 AM	6.45 AM	79.2	TO-R SANTA CRUZ	11.5	s 8.15 AM	s 8.15 AM	s 5.05 PM	10.45 AM
						1.9					
47	8.25	f 3.41	f 6.55	f 6.55	81.1	ORBY	9.6	f 8.08	f 8.08	f 4.58	10.37
						2.3					
2 Spur		f	f	f	83.4	WILDER	7.3	f	f	f	
						2.5					
35	8.37	f 3.54	f 7.07	f 7.07	85.9	GORDOLA	4.8	f 7.56	f 7.56	f 4.46	10.26
						0.8					
3 Spur		f	f	f	86.7	MAJORS	4.0	f	f	f	
						4.0					
Term. WYP	8.50 AM	s 4.10 PM	s 7.20 AM	s 7.20 AM	90.7	R DAVENPORT	0.0	7.45 AM	7.45 AM	4.35 PM	10.15 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN. ONLY	Arrive Daily EX. SUNDAY		(11.5)		Leave Daily EX. SUNDAY	Leave SUN. ONLY	Leave Daily	Leave Daily EX. SUNDAY
	(0.30) 23.00	(0.35) 19.71	(0.35) 19.71	(0.35) 19.71		.....Time over District..... .....Average Speed per Hour.....		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00

ADDITIONAL FLAG STOPS

First class trains at Younglove Avenue and California Street, Santa Cruz.
At a point opposite dairy building one-half mile west of Wilder Spur.
At Laguna Creek, Liddel and Lower Crossing, Davenport.
Nos. 403, 404, 407, at Yellowbank Dairy, between Liddell and Laguna Creek.

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 402 is superior to No. 403.
- No. 404 is superior to No. 405.
- No. 406 is superior to No. 407.
- No. 360 is superior to No. 359.

EASTWARD Salinas Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths		FIRST CLASS			Distance from San Francisco	Time Table No. 134 June 14, 1931 Monterey Branch STATIONS	Distance from Pacific Grove	FIRST CLASS			
		208	28	30				27	31	207	
		Passenger	Del Monte	Passenger				Del Monte	Passenger	Passenger	
		Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	
93 KWYP		10.00 PM	5.55 PM	7.10 AM	110.4	TO-R DEL MONTE JCT.	17.9	s 9.35 AM	s 1.55 PM	s 9.35 PM	
						2.0					
15		f 10.04	f 5.59	f 7.14	112.4	NASHUA	15.9	f 9.31	f 1.51	f 9.26	
						1.5					
14 WP		f 10.08	6.02	f 7.18	113.9	NEPONSET	14.4	9.28	f 1.48	f 9.23	
						0.9					
23 Spur		f		f	114.8	LAPIS	13.5		f	f	
						0.6					
8 Spur		f 10.11	6.05	f 7.22	115.4	BARDIN	12.9	9.25	f 1.44	f 9.20	
						1.9					
9 Spur		f		f	117.3	MARINA	11.0		f	f	
						2.4					
18 P		f 10.18	6.12	f 7.30	119.7	GIGLING	8.6	9.18	f 1.36	f 9.11	
						0.7					
13		f		f	120.4	WORKFIELD	7.9		f	f	
						1.7					
5 Spur		f		f	122.1	PRATTCO	6.2		f	f	
						1.2					
10		f		f 7.36	123.3	SEASIDE	5.0	9.12	f 1.29	f 9.04	
						1.0					
8 Spur					124.3	RETREAT	4.0				
						0.6					
122 P		s 10.26	s 6.20	s 7.41	124.9	DEL MONTE	3.4	s 9.09	s 1.25	s 9.00	
						0.8					
P		s 10.30	s 6.25	s 7.44	125.7	MONTEREY	2.6	s 9.05	s 1.20	s 8.55	
						2.6					
Yard BKWOTP		s 10.40 PM	s 6.35 PM	s 8.05 AM	128.3	TO-R PACIFIC GROVE	0.0	8.45 AM	1.00 PM	8.45 PM	
						1.6					
51 Spur					129.9	ASILOMAR	1.6				
						0.1					
8 Spur					130.0	LAKE MAJELLA	1.7				
		Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily	
		(0.40) 26.85	(0.40) 26.85	(0.55) 19.52		Time over District Average Speed per Hour		(0.50) 21.48	(0.55) 19.52	(0.50) 21.48	

Eastward San Francisco Subdivision Westward

Capacity of sidings and spurs in car lengths		Distance from San Francisco	Time Table No. 134 June 14, 1931 San Francisco-San Bruno Branch STATIONS		Distance from San Bruno	
BKWOITY P		0.0	TO-R SAN FRANCISCO		13.6	
			0.9			
I		0.9	W. P. Ry. Crossing	Double Track	12.7	
			0.3			
		1.2	O. S. Ry. Crossing		12.4	
			0.4			
		1.6	EIGHTEENTH STREET		12.0	
			0.4			
9 Spur		2.0	FORD		11.6	
			0.7			
		2.7	VALENCIA STREET		10.9	
			1.3			
16 Spur		4.0	BERNAL		9.6	
			1.2			
25		5.2	ELKTON		8.4	
			0.6			
6 Spur		5.8	RUP		7.8	
			0.5			
10 Spur		6.3	OCEAN VIEW	Double Track	7.3	
			1.1			
47		7.4	DALY CITY		6.2	
			0.7			
33		8.1	UNION PARK		5.5	
			0.4			
21 P		8.5	COLMA		5.1	
			0.6			
		9.1	GREENLAWN		4.5	
			0.5			
		9.6	HANNA		4.0	
			0.1			
10 Spur		9.7	EMANUEL		3.9	
			0.4			
11 Spur		10.1	CARROLL		3.5	
			0.2			
14 Spur		10.3	HOLY CROSS		3.3	
			1.1			
12 W		11.4	BADEN		2.2	
			1.6			
44 Y		13.0	TANFORAN		0.6	
			0.6			
18 P		13.6	SAN BRUNO		0.0	
			(13.6)			

Service performed by extra trains and yard engines.

EASTWARD WESTWARD
Salinas Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS	Distance from Spreckels
76 YP	120.3	SPRECKELS JCT.	2.5
		2.5	
	122.8	SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

EASTWARD WESTWARD
San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS	Distance from So. San Francisco
12 W	11.4	BADEN	1.6
		1.6	
Yard	13.0	SO. SAN FRANCISCO	0.0
		(1.6)	

Service performed by extra trains.

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths		FIRST CLASS			Distance from San Francisco	Time Table No. 134 June 14, 1931 College Park-Santa Cruz Branch STATIONS	Distance from Vasona Junction	FIRST CLASS			
		84	32	86				87	175	89	85
		Redwood	Passenger	Passenger				Passenger	Passenger	Passenger	Redwood
		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY				Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily
Term. Yard IP		9.37 AM	7.44 AM	5.40 AM	45.7	R COLLEGE PARK	7.6	s 3.25 PM	s 3.30 PM	s 7.35 PM	s 8.10 PM
						1.1					
P		s 9.41	s 7.55	5.44	46.8	WEST SAN JOSE	6.5	3.21	s 3.24	7.31	s 8.06
						0.8					
I					47.6	A. B. S. W. P. R. R. Crossing	5.7				
						2.1					
4 Spur		f			49.7	MOULTON	3.6				
						1.0					
30 WP		s 9.49	f 8.02	5.56	50.7	TO-R CAMPBELL	2.6	3.09	s 3.15	7.19	f 8.00
						2.2					
6 Spur					52.9	VASONA	0.4				
						0.4					
P		s 9.54 AM	s 8.07 AM	s 6.05 AM	53.3 51.8	R VASONA JUNCTION	0.0	3.00 PM	3.10 PM	7.10 PM	7.55 PM
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(7.6)		Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave Daily
		(0.17) 26.89	(0.23) 19.83	(0.25) 18.24		Time over District Average Speed per Hour		(0.25) 18.24	(0.20) 22.80	(0.25) 18.24	(0.15) 30.40

SPECIAL INSTRUCTIONS.

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

San Francisco	I. S. Preston, Phelan Building		
	Kline & Logie, 2058 Mission Street		
	M. S. Grousd, 210 Townsend Street		
San Jose	W. H. Turick, 275 So. First St.	King City	J. P. Nordin
	Kochers, 169 So. First St.	Pacific Grove	E. B. Lewis
Gilroy	J. G. McAlpine	San Luis Obispo	L. M. & R. E. McManus
Watsonville	E. L. Reiding	Santa Barbara	I. F. Bitterly
Santa Cruz	Klein & Trumbley	Lompoc	Walter Ziesche
Salinas	Goodfriend and Traub	Los Gatos	J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Lick—Trains on New Almaden line.
Watsonville Jct.—Trains on Santa Cruz line.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
College Park—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Del Monte Jct.—Trains on Pac. Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.
Felton—Trains on Boulder Creek line.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 9, 17 AND 19. Must be complied with during day while passing through tunnels between San Francisco and South San Francisco, Metz and Coburn, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 33. Between Seventh St. and 21st, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty.

Where passenger, wye and warehouse leads cross Monterey Road, Watsonville Jct., watchman is on duty between the hours of 9:30 and 11:00 a. m., and between 4:30 and 6:00 p. m. During other hours, all movements except train movements must be protected by a flagman on the ground in advance of the movement. Also during such hours, trains and engines must not exceed a speed of 10 miles per hour over said crossings.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. Freight trains and yard engines must avoid delaying passenger trains.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan or West Santa Barbara.

If a prior check has been obtained, or a positive observation check made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains will approach each other at a rate of speed which will enable check to be made. In case of doubt, a check must be obtained from train dispatcher, before entering single track.

Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
Redwood Junction
Gilroy
Los Gatos
Salinas
King City
Santa Margarita
Surf

Santa Clara Tower.—Trains via Agnew and Lawrence, originating and terminating at San Jose Yard.

Mayfield.—Trains via Los Altos and trains originating and terminating.

College Park.—Trains originating and terminating and regular trains via West San Jose. Trains stopping to register will stop with rear of train beyond interlocking limits.

Lick, Campbell.—Trains to and from New Almaden line.

Del Monte Junction.—Trains originating and terminating, and trains via Gigling.

RULE 83 (A). Santa Cruz: Extra trains will register.

RULE 83 (B). SANTA BARBARA: The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

Visitacion Tower.—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction.—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose.—Santa Barbara (passenger station). **Trains 71 and 72 register by ticket.**

Eastward Coast division trains originating, and westward Coast division trains terminating at San Jose yard, may register by ticket at San Jose.

Western division trains via Milpitas line, originating or terminating at San Jose yard, may register by ticket at San Jose.

Westward trains originating and eastward trains terminating at San Jose yard, may register by ticket at Santa Clara Tower.

Hadley Tower.—Scheduled trains may register by ticket.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SAN FRANCISCO
REDWOOD JCT.
SAN JOSE
GILROY
WATSONVILLE JCT.
DEL MONTE JCT.
SALINAS
KING CITY
SAN LUIS OBISPO
GUADALUPE
SURF
SANTA BARBARA
FELTON
SANTA CRUZ
PACIFIC GROVE
LOMPOC
SANTA MARGARITA

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE 103 (A). Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

Movements over County road crossing on spur and siding at Chualar must be protected by a flagman.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3). 1540 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, Howest, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is a facing point switch in eastward main track.

When indicators show block occupied or when block signal 319 indicates stop move from Los Gatos line to westward main track must be made under flag protection.

Tanforan Wye.—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill, track line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero.—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Westward trains originating at San Jose yard must obtain clearance at Santa Clara Tower.

Eastward Coast division trains and trains via Milpitas line originating at San Jose yard must obtain clearance at San Jose.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

Light will not be displayed in train order signals at Aptos, Capitola, Felton, Wright, Los Gatos or Campbell except when train orders are to be delivered.

RULE 516. Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone—Luther..Affecting eastward trains.
Tennant—Spreckles Jct............................Affecting westward trains.
Casmalia (west siding)............Affecting eastward and westward trains.

RULES 822-823. Between San Francisco and South San Francisco employes **riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.**

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

RULE 880. Engineers who have been less than 610 days on the board ready as engineers in freight service or who have had less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

TRAIN AND AIR INSPECTION

PASSENGER TRAINS: **Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.**

When eastward trains have more than two head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo.

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco and San Jose also westward trains leaving San Luis Obispo, trainmen will use signal 16(h) instead of hand or lamp signal.

Standing air brake test must be made by eastward trains at Santa Margarita.

FREIGHT TRAINS: **Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.**

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. **This will not be authority to exceed specified speed restrictions.**

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

Conductors will show on delay reports where inspections are made and the time consumed in doing so.

When eastward freight trains consist of 30 cars or over, five to ten retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between Bayshore and San Francisco.

Freight trains may make a run of 55 miles without stopping for inspection except that eastward freight trains will stop at Chorro ten minutes or more for such inspection. When delayed at Serrano, or Nova ten minutes or more inspection may be made at that point and omit stop at Chorro. This does not relieve trainmen from complying with Rule 827.

Standing air brake test must be made by eastward trains at Santa Margarita.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals—

San Jose. On eastward main track, from westerly line of First street to interlocking signal governing westerly limits San Jose (Fourth street) interlocking plant.

On westward main track, from a point 50 feet east of easterly line of First street to signal No. 465.

Santa Cruz. From station building to signal No. 769.

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings at First, Second and Third streets.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left hand side of track.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Watsonville Jct. yard	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	20 MPH.
Coyote:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Lick:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	20 MPH.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken, until the switch has been thrown by hand.

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When a block signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track, to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.

For Roundhouse, three short, one long, one short.

For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

For track adjacent and parallel to eastward main track............ } two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station............................ } one short, two long, one short.

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station..... } one short, two long, one short.

For car repair yard, two short, one long, two short.

For drill Track No. 1, three short, one long, one short.

For drill Track No. 2, one short, one long, three short.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short, one long.

For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.

For Tunnel No. 5 Spur, three short, one long, one short.

For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.

For Upper Stone yard, two short, one long, two short.

For Lower Stone yard, one short, one long, two short.

Portland Cement Co.'s track, one short, two long, one short.

For Dunham, Carrigan and Hayden Spur............ } one long, one short, one long, one short.

For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.

To Western Division westward, one long, one short, one long, one short.

Movement against current traffic, one short, one long, three short.

For siding, two short, one long, two short.

For drill track westward, two short, one long, one short.

For Harbor Spur, one short, one long, two short.

For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal, 2150 feet east of tower, on Coast Division westward main track, to signal, 1675 feet west of tower, on Coast Division eastward main track, and on Newark Line to signal, 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, one long, two short.

For Yard, one long, one short, one long.

Yard to roundhouse, one long, one short, one long, one short.

Yard to San Jose station, three short, one long, one short.

Yard to old unit of yard, one short, two long, one short.

Yard to drill track, two short, one long, one short.

Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to signal 700 feet east of tower on westward main track.

Westward movement between College Park and train yard will be on drill track unless otherwise instructed by yard master.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track, one short, two long, one short.

For track 51 to train yard or to Campbell line, two short, one long, two short.

For San Jose freight yard, one long, two short, one long.

For Santa Cruz drill track, one long, one short, one long, one short.

For Santa Clara, three short, one long, one short, one long.

From roundhouse to eastward main track, one short, two long, two short.

SAN JOSE—(Coast Division)

Limits extend from signals just west of First Street to signal at Fourth Street.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Whistle signals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short, one long.

For Shed track, one short, two long, one short.

For Eastward main track, one short, one long, three short.

For Security warehouse spur, one long, one short, one long, one short.

For Hunt Bros. plant No. 2, two short, one long, one short.

SAN JOSE—(Western Division)

Limits extend from signals just west of First Street to signal at Third Street.

Whistle signals governing routes as follows:

For Western Division trains to Freight Yard, one long, one short, one long.

For San Jose Yard to Niles line, two short, one long, two short.

For Borchers Spur, three short, one long, one short.

For Hunt Bros. plant No. 1, one short, one long, two short.

WEST SAN JOSE

Limits extend from signal 486 feet west of tower to signa 604 feet east of tower.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

HADLEY TOWER

Limits extend from signal 450 feet east of Tower to signal 10A, located on Eastward main track at crossover switch at Edna.

High two arm signal east of Tower, upper arm governs movement westward on westward main track. Lower arm governs movement against the current of traffic on eastward main track.

High two arm home and distant signal west of Tower, governs movement from eastward main track to single track.

Dwarf light signal, located on westward main track, west of Tower governs when moving from against the current of traffic on westward main track to single track.

High signal S2583 governs movement westward on westward main track, and high signal 10A governs movement eastward on eastward main track.

Dwarf light signal S2581 located between main tracks east of crossovers, governs when moving from against the current of traffic on eastward main track to westward main track.

Dwarf light signal 10B located at base of signal 10A, governs when moving from eastward main track to, and against the current of traffic on westward main track.

When making a crossover movement, or when signals S2583 or 10A are in the stop position, trains must obtain authority from signalman by telephone, located on pole near signal S2583, or at west end station building, and then be governed in accordance with Rule 663.

Whistle signal, one short, one long, two short, will call for movement from single track to, and against the current of traffic on eastward main track.

MISCELLANEOUS

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

When moving stock from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Flagman will protect westward main track taking a position at Signal No. 39. When clear of main track and switches and derail in normal position, foreman will advise flagman at Signal No. 39 by telephone, when torpedoes may be removed.

OUTBOUND: When ready to make the movement, after having eastward track protected, foreman will notify flagman at Signal No. 39 by telephone, who will protect westward track. Then derail will be lined first, then eastward main track switch for crossover, next westward main track switch for crossover and last stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to crossover last. When crossover movement completed and switches normal, foreman will advise flagman at Signal No. 39, who will then remove any torpedoes that may have been placed on westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must make movements to Stock Yards under flag protection.

Westward trains arriving Redwood Junction during early morning hours when impossible to leave ahead of passenger trains, will stop east of Middlefield road crossing so local crews will not be delayed switching spurs.

SAN JOSE-WATSONVILLE JUNCTION

Chittenden. Track nearest County road and parallel thereto is the property of the California Central Railroad and used as interchange from Southern Pacific to California Central Railroad. It is accessible from Southern Pacific main track at east end. Interchange from California Central Railroad to Southern Pacific is on long tail track running west from pocket track adjacent to track of the California Central Railroad. California Central Railroad tracks must not be used beyond frog at west end of their interchange track and cars must not be left standing less than 70 feet from east end of this track.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

MK and heavier type engines must not go beyond fouling point at Lonoke.

WATSONVILLE JUNCTION-SAN LUIS OBISPO

Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

The siding opposite station building, Casmalia will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

The normal position of junction switch at Felton is for the Vasona Junction-Santa Cruz Line.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz Yard is for siding, where westward trains will enter yard.

1400, 1500, 2400, 3000, 3200, 3600, or 4300 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

Eastward trains take full tank of water at Los Gatos except when length of train will block street crossings, when water will be taken at Wright.

3000, 2400 and 4000 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

3000, 2400 and 4000 class engines, except P1, 3, 11 type, must not be used between Del Monte Jct. and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

CAMPBELL-NEW ALMADEN-LICK

Wooden frame tank cars of 10,500 gallons capacity must not be accepted for movement between Campbell and New Almaden, nor tank cars of over 8,000 gallons capacity for movement between Lick and New Almaden.

Consolidated engines may operate over New Almaden line between Lick and Alamitos but must not exceed a speed of 10 miles per hour.

Southern Pacific Company's trains and engines and Peninsular Railway cars will use Southern Pacific Company's track jointly from junction Almaden line to L. G. and S. J. road. Normal position of switches at junction points will be for the Peninsular Railway.

Southern Pacific Company's trains and engines will stop before entering joint track, and immediately send a flagman ahead, wait at least five minutes after he has started, keeping at least one-fourth mile behind until he reaches end of joint track.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND COLLEGE PARK, LOGAN AND WEST SWITCH, WATSONVILLE JCT. YARD, AND BETWEEN SAN ARDO AND SOLEDAD A MAXIMUM SPEED OF 60 MILES PER HOUR MAY BE MADE, PROVIDING TENDER IS OF OVER 7,000 GALLONS OF WATER CAPACITY, IF OF 7,000 GALLONS OR LESS MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT OR MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN BAYSHORE AND SANTA CLARA, SAN ARDO AND SOLEDAD AND GUADALUPE AND SURF A MAXIMUM SPEED OF 40 MILES PER MAY BE MADE.

MT 1, 2, 3, 4, 5 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

"TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5....................40 MPH
"C" 2 to 10 and 18 to 23 incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"....................45 MPH
"M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9....................50 MPH

THE SPEED OF S.P. 1, 2, 3 TYPE OF ENGINE MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; STEINER CREEK VIADUCT 248-C, GOLDTREE; SANTA MARIA BRIDGE 275-C, GUADALUPE; LOS ALAMOS VIADUCT 294-A, NARLON; SANTA YNEZ RIVER BRIDGE 301-E, SURF; CANADA HONDA VIADUCT 308-A, HONDA.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Runn'g Light	Yard Engines when running under own steam or towed in trains
2-3-4-5-6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore.	45	35	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—San Jose	45	35	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction—Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8-9	San Jose—Logan	50	35	20	35	20
8-9	Logan—West switch, Watsonville Jct. yard	60	35	20	35	20
8-9	West switch, Watsonville Jct. yard—Yard office	45	30	20	35	20
8-9-10	Yard Office—East end double track, Watsonville Jct.	15	15	15	15	15
9	Lick—Almaden—Campbell	15	15	8	15	15
9	Carnadero—Hollister	40	30	20	30	20
9	Hollister—Tres Pinos	35	30	15	25	20
10	Watsonville Junction—Soledad	50	35	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	35	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Guadalupe	50	35	20	35	20
12	Guadalupe—Surf	50	40	20	35	20
12-13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
14	Santa Cruz—Watsonville Junction	30	25	15	25	20
14	Boulder Creek—Felton	20	12	8	12	12
14	Davenport—Santa Cruz	30	30	20	25	20
15	Del Monte Junction—Monterey	40	30	15	25	20
15	Monterey—Pacific Grove	25	18	15	20	20
15	Pacific Grove—Asilomar	15	15	10	15	15
15	Spreckels Junction—Spreckels	..	15	8	15	15
15	College Park—Vasona Junction	40	30	20	30	20
15	Valencia Street—San Bruno via Tanforan	30	18	12	20	20

		M.P.H.
Disabled engines hauled in trains or running under own steam:		
	When main rod only is removed	30
	When side rods only are removed	30
	When both main and side rods are removed	20
Relief trains with steam derrick		25
Through crossovers, turn outs and on sidings unless otherwise specified		10
Eastward trains through turn out, end double track, Hadley Tower		30
San Luis Obispo yard, limits indicated by slow boards		15
New Almaden Branch, on curves		6
San Francisco—San Bruno, yard drags	SW type engines	20
	Other type engines	35
Over Park Avenue, east of College Park, Los Gatos line		10
M. of W. crane 4046 with light end forward		25
	Through interlocking plants	With caution

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per pour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

		Miles per Hour
San Francisco—San Bruno Line between 3rd and Valencia Sts.		15
Burlingame, trains 72, 78, 82, 27 and 28 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)		30
Redwood City		45
San Jose, unprotected grade crossings		12
Palo Alto (over University Ave. to Lytton Ave.)		20
Gilroy		35
Santa Cruz, Watsonville		20
Hollister		15
Salinas	From westerly city limit signs to Main St.	35
	From Main St. to Cattleman's Lane	25
Santa Barbara		30

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore	Mariposa St. Bridge	21.0′	See Note 1
1.3	“	“	A.T.& S.F.R.R. Crossing	21.1′	....
1.5	“	“	Tunnel 1	21.9′	7.5′
1.7	“	“	22nd Street Crossing	21.1′	See Note 2
1.9	“	“	23rd Street Crossing	21.3′	See Note 3
2.0	“	“	Tunnel No. 2	21.3′	6.7′
3.1	“	“	Oakdale Avenue	21.7′	See Note 4
3.7	“	“	Williams Ave. Bridge	21.9′	See Note 5
3.4	“	“	Tunnel 3	21.9′	7.5′
4.2	“	“	Paul Ave.	20.2′	See Note 6
4.6	“	“	Tunnel 4	21.1′	6.6′
7.7	Bayshore	So. San Francisco	“ 5	21.7′	7.2′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose	Passenger Station	Station Building	20.1′	....
155.3	Espinosa	Coburn	Tunnel 5½	......	8.2′
200.6	Bradley	Nacimiento	Salinas River Bridge	......	7.5′
222.0	Templeton	Asuncion	Road Crossing	20.6′	8.3′
239.6	Cuesta	Thyle	Tunnel 6	18.5′	6.3′
240.2	Thyle	Serrano	“ 7	18.3′	6.6′
240.9	“	“	“ 9	18.0′	6.7′
241.7	“	“	“ 10	17.5′	6.7′
245.8	Serrano	Chorro	“ 11	18.6′	6.7′
251.1	Hathaway	San Luis Obispo	Road Crossing	21.6′	7.6′
251.2	“	“	“	......	7.6′
251.8	“	“	“	21.6′	7.9′
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing	......	8.2′
261.7	Tiber	Pismo	Villa Creek, 3rd Crossing	......	7.4′
275.4	Bromela	Guadalupe	Santa Maria Bridge	19.3′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing	21.3′	8.3′
301.9	Ajax	Surf	Santa Ynez River Bridge	21.3′	7.2′
318.3	Sudden	Jalama	Tunnel 12	18.2′	7.3′
334.4	Drake	Sacate	“ 13	18.7′	8.1′
335.0	Sacate	Gaviota	Overhead Bridge	......	8.0′
358.2	Vilo	Ellwood	“ Crossing	......	8.4′
368.0	Hope Ranch	Santa Barbara	“ Bridge	......	7.9′

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

M.P.	East of	West of	Description	Height	Side Clearance
3.0	Valencia St.	Bernal	Dolores Street Bridge	19.1′	7.0′

VASONA JUNCTION—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
32.4	Mayfield	Congress Jct.	Trolley Poles	......	7.5′
45.3	“	“	“	......	7.5′
62.0	Wright	Laurel	Tunnel 1	19.7′	7.7′
64.0	Laurel	Glenwood	“ 2	19.6′	6.9′
66.0	Glenwood	Clems	“ 3	21.1′	7.5′
69.3	Meehan	Olympia	“ 4	21.3′	7.6′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.2′	7.5′
74.1	“	“	Tunnel 5	16.7′	6.1′
75.5	Rincon	Golf Links	Road Crossing	21.6′	7.6′
78.2	Eblis	Park Street	Tunnel 6	16.9′	6.6′

WATSONVILLE JCT.—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
80.1	Santa Cruz	Seabright	San Lorenzo River Bridge	......	7.5′
90.1	Leonard	Robroy	Road Crossing	19.7′	7.8′

DEL MONTE JUNCTION—PACIFIC GROVE

M.P.	East of	West of	Description	Height	Side Clearance
113.5	Nashua	Neponset	Salinas River Bridge	......	7.4′

LICK—NEW ALMADEN

M.P.	East of	West of	Description	Height	Side Clearance
62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3′	6.8′

FELTON—BOULDER CREEK

M.P.	East of	West of	Description	Height	Side Clearance
72.3	Felton	Lime Kiln	San Lorenzo River Bridge	19.3′	7.3′
76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7′	8.0′
78.5	Brookdale	Harris	5th “ “	21.8′	7.9′

NOTES

1.—Mariposa St. Bridge side clearance is 4.5′ at a point 17.0′ above top of rail on Eastward Main Track.

2.—22d St. Bridge side clearance is 5.2′ at a point 16.9′ above top of rail on Eastward Main Track, and 6.1′ at a point 17.2′ above top of rail on Westward Main Track.

3.—23d St. Bridge side clearance is 6.0′ at a point 16.5′ above top of rail on Westward Main Track and 6.1 at a point 16.6′ above top of rail on Eastward Main Track.

4.—15th Ave. Bridge side clearance is 5.7 at a point 16.1′ above top of rail on Westward Main Track, and 6.3′ at a point 16.1′ above top of rail on Eastward Main Track.

5.—Williams Ave. Bridge side clearance is 4.8′ at a point 20.9′ above top of rail on Westward Main Track, and 7.2′ at a point 20.9′ above top of rail on Eastward Main Track.

6.—Paul Ave. Bridge side clearance is 5.9′ at a point 18.9′ above top of rail on Westward Main Track and 6.1′ at a point 18.9′ above top of rail on Eastward Main Track.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Under-frame	Wood
Baggage—60 ft.	93,070	......	......
“ —66 ft.	127,610	......	......
“ —70 ft.	122,620	......	......
“	......	87,120	81,120
“ —(Dynamo)	98,730	......	......
Baggage and Mail—60 ft.	103,620	......	......
“ “ “ —69 ft.	124,760	......	......
“ “ “ —70 ft.	129,140	......	......
“ “ “	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Baggage—CM&StP	125,000	......	......
Express Refr.—NP RR	......	74,000	60,000
“ “ —GN RR	......	......	70,000
“ “ —ARE No. 40-154	......	78,000	......
“ “ — “ “ 155-224	......	89,000	......
“ “ — “ “ 500-506	......	110,000	......
“ “ — “ “ 1101-1175	......	85,000	......
“ “ —PFE “ 500-799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
“ “ —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
“ CM&StP	141,000	......	......
Chair	100,620	......	84,740
Coaches—60 ft.	98,130	......	......
“ —70 ft.	137,640	......	......
“ —72 ft.	139,660	......	......
“ —73 ft.	148,040	......	......
“ —72 ft. Interurban	120,000	......	......
“ —CM&StP	133,000	......	......
“	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
“ “ —Coach	103,875	......	......
Cafe-Coach	......	......	117,200
Diner—70 ft.	......	135,930	131,040
“ —72 ft.	155,330	146,930	134,530
“ —77 ft.	157,240	165,530	......
“ —79 ft.	169,100	......	......
Cafe-Observation	148,950	......	128,550
Observation	......	141,870	121,300
Pullman—Observation	163,600	153,000	......
“ —Parlor	155,600	147,500	......
“ —Standard Sleeper	164,600	144,000	......
“ —Tourist	140,600	133,000	......
CM&StP—Tourist Sleeper	141,000	......	......
Rail Car—Gas and Electric	143,360	......	......
“ “ —McKeen—55 ft.	64,140	......	......
“ “ — “ —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Man.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
So. San Francisco.	Dr. Edwin I. Bartlett	District Surgeon.
So. San Francisco.	Dr. Mark D. Lessard	Asst. District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
Burlingame	Dr. H. A. Macomber	District Surgeon.
San Mateo	Dr. Carl L. Hoag	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. L. E. Phillips	Emergency Surgeon.
Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. R. P. Gober	District Surgeon.
Ben Lomond	Dr. W. A. Phillips	District Surgeon.
Santa Cruz	Dr. P. T. Phillips	District Surgeon.
Santa Cruz	Dr. A. Phillips	Asst. District Surgeon.
Davenport	Dr. J. J. Gaynor	Emergency Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. H. J. Arnold	Asst. District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Morganhill	Dr. L. V. Saph	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. F. E. Weibe	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. Wm. McNaul	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry.	Emergency Surgeon.
San Luis Obispo	Dr. H. A. Gallup	District Surgeon.
San Luis Obispo	Dr. F. R. Mugler	Asst. District Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.92		
	S. P. Co.	10.37	365.29	
End Western Division to San Jose	C. P. Ry.		1.51	
End Western Division to Santa Clara	S. P. C. Ry.		1.24	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
Total First Main Track				369.41

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	65.98		
	S. P. Co.	10.37	76.35	
Redwood Jct. to Sweeny	C. P. Ry.		1.32	
Total Second Main Track				77.67
Total 1st and 2nd Main Track				447.08

First Branch Track

Campbell to Almaden Junction	S. P. C. Ry.		9.12	
Felton to Boulder Creek	S. P. C. Ry.		7.50	
College Park to Santa Cruz	S. P. C. Ry.		34.76	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Surf to White Hills	S. P. R. R. Co.		14.31	
Mayfield to Vasona Junction	S. P. Co.		16.27	
Del Monte Junction to Lake Majella	S. P. R. R. Co.		19.61	
Lick to New Almaden	S. P. R. R. Co.		7.71	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.84	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Total First Track				178.74

Second Branch Track

San Francisco to San Bruno via Valencia St.	S. P. R. R. Co.		5.11	5.11
Total Branches				183.85
Total All Tracks Coast Division				630.93

RATING OF ENGINES—COAST DIVISION—For Through and Local Trains in Ms of 1000 lbs. Back of Tender. Revised as of May 13, 1931.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco & Watsonville Jct. Santa Margarita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
E-23	E-73 20/24 92	1433 to 1458	190	2300	2000	530	470	1300
E-23	E-73 20/24 101-S							
E-27	E-73 20/26 113-S	1526 to 1540	210	2800	2450	670	600	1600
M-4	M-63 20/28 126	1615 to 1719	190	2950	2550	780	700	1750
M-4	M-63 20/28 135-S							
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	3150	990	890	2150
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	3350	1050	950	2250
Pr-1	Pr-70 23/28 137-S	1900 to 1903	170	3350	2950	850	760	1950
Pr-2	Pr-70 23/28 141-S	1904, 1905						
T-8	T-57 18/24 87	2174, 2178, 2179, 2181, 2183	160	1950	1700	460	410	1100
T-2	T-63 19/24 105	2221 to 2230						
T-1	T-63 20/26 112	2235 to 2273	180	2650	2300	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2300	200	3400	2950	860	770	1950
T-23	T-63 21/28 148-S	2301 to 2310	210	3800	3350	1050	940	2250
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	3800	1150	1050	2550
P-10	P-73 25/30 181-SF	2478 to 2483	200	4600	4000	1200	1050	2650
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	3200	900	800	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	4400	1250	1150	2900
C-9,10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	3950	1300	1150	2700
C-9,10	C-57 22/30 200-SF							
C-8	C-57 22/30 192-S	2698 to 2749, 2751						
C-5	C-57 22/30 187-S	2624 to 2679						
C-5	C-57 22/30 185-S	2680 to 2693						
C-5	C-57 22/30 180	2624 to 2679	200	4100	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693						
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	3050	950	850	2050
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	2500	800	700	1700
TW-2	TW-50 20/26 118	2946 to 2953						
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	3600	3100	840	720	2100
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	2500	630	550	1700
Mk-2, 4	Mk-57 23¾/30 206-S	3200 to 3240	210	5400	4650	1500	1350	3200
Mk-2, 4	Mk-57 23¾/30 206-SF							
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 210-SF							
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	5800	1900	1700	3950
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	7000	2350	1900	4750
F-5	F-63 29½/32 306-B/62-SF	3764 to 3768						
MM-2	MM-63 $\frac{25-38}{28}$ 320 SF	4200 to 4211	200	6900	6000	1900	1700	4050
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	5750	1800	1550	4000
Sp-1	Sp-63 $\frac{25}{28-32}$ 316/B-60SF	5000 to 5048	225	8000	7900	2600	2100	5300
Sp-2, 3	Sp-63 $\frac{25}{28-32}$ 317/B-61SF							

Allowance for Empty and Underloaded Cars—M's	Less than 40 M's	6	6	3	3	3
	40 M's to 50 M's	3	3	0	0	0
	More than 50 M's	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado" "P"—Pacific Type "E"—Eight-wheelers "Pr"—Prairie Type "MM"—Mallet Mogul "Mt"—Mountain Type "S.P." Southern Pacific Type

COMPANY HOSPITALS

GENERAL HOSPITAL.................San Francisco

EMERGENCY HOSPITAL ...Third and Townsend Streets, San Francisco

EMERGENCY HOSPITAL.................Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Del Monte Jct., San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. P. HOPKINS.....San Francisco
H. R. HUGHES...Watsonville Jct.
J. M. CARDWELL, San Luis Obispo

ASST. CHIEF TRAIN DISPR'S

J. A. STONE........San Francisco
A. KELLER....... San Francisco
D. W. BROPHY..San Luis Obispo

CHIEF TRAIN DISPATCHERS

I. J. ONYON.........San Francisco
A. S. BRAINARD, San Luis Obispo

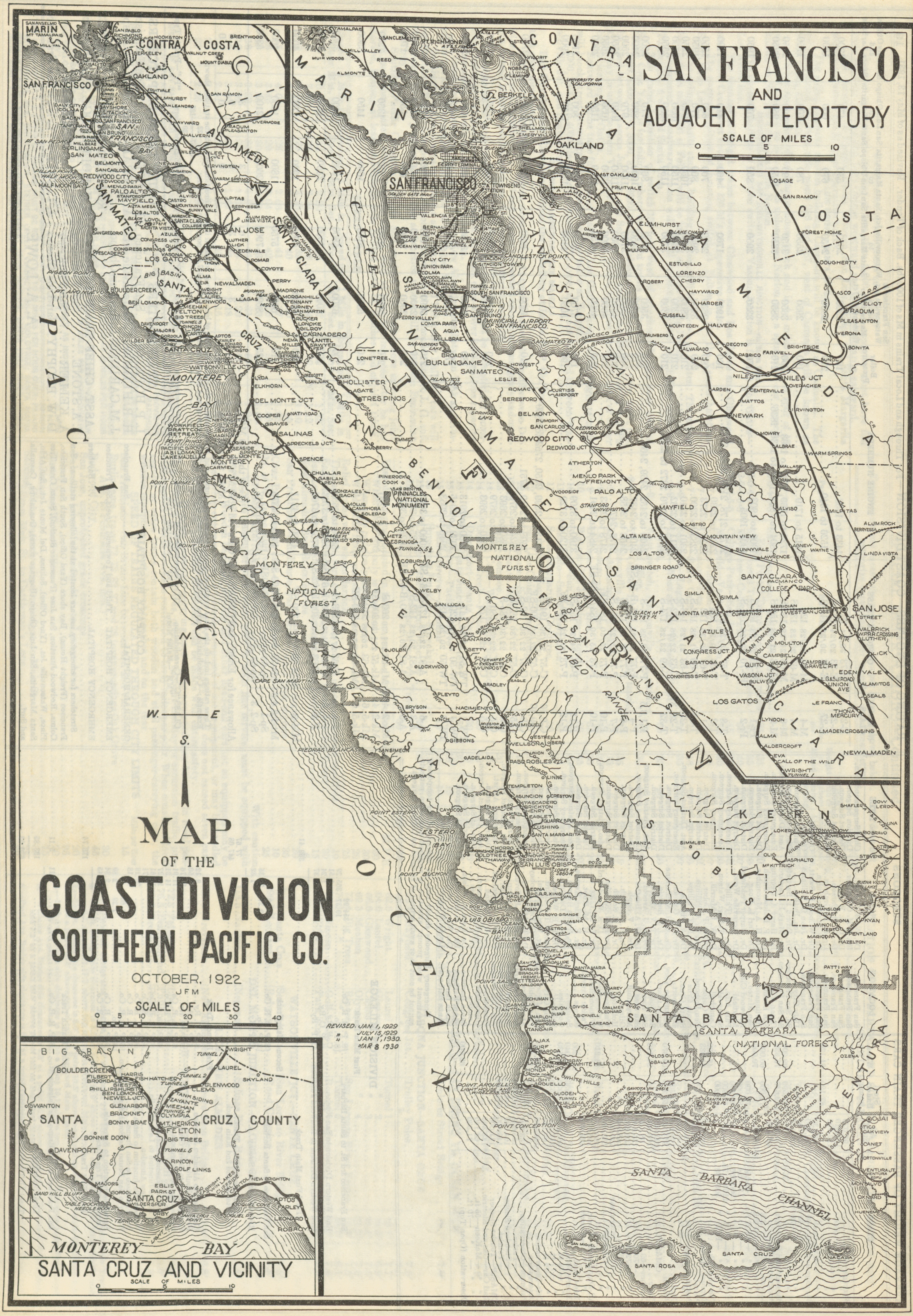
ROAD FOREMEN OF ENGINES

C. H. HOLDREDGE. San Francisco

EXAMINER

J. T. BELL..........San Francisco

A. A. LOWE,
Assistant Superintendent, San Francisco.


SAN FRANCISCO
AND
ADJACENT TERRITORY
SCALE OF MILES
0
5
10
SANTA CRUZ AND VICINITY
SCALE OF MILES
0
5
10
MONTEREY BAY
SANTA CRUZ COUNTY
BIG BASIN
N.
W.
E
S.
PACIFIC OCEAN
CALIFORNIA
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
MONTEREY
SAN BENITO
FRESNO
KINGS
KERN
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
MONTEREY NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
PINNACLES NATIONAL MONUMENT
SANTA BARBARA CHANNEL
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
PALO ALTO
REDWOOD CITY
BURLINGAME
SAN MATEO
LOS GATOS
SANTA CRUZ
WATSONVILLE
HOLLISTER
SALINAS
MONTEREY
PACIFIC GROVE
DEL MONTE JCT
KING CITY
SAN LUCAS
SAN MIGUEL
PASO ROBLES
TEMPLETON
SAN LUIS OBISPO
PORT SAN LUIS
GUADALUPE
SURF
LOMPOC
POINT CONCEPTION
SANTA BARBARA
CARPINTERIA
VENTURA
OXNARD
GILROY
MORGANHILL
TRES PINOS
SOLEDAD
GONZALES
CHUALAR
BRADLEY
BOULDER CREEK
FELTON
DAVENPORT
CAPITOLA
APTOS
BIG TREES
WRIGHT
LAUREL
GLENWOOD
MT. HERMON
OLYMPIA
ZAYANTE
EBLIS
TWIN LAKES
WILDER SPUR
FOREST HOME
NILES JCT
NEWARK
HAYWARD
SAN LEANDRO
MAYFIELD
MOUNTAIN VIEW
SUNNYVALE
CAMPBELL
NEW ALMADEN
PLEASANTON
LIVERMORE
TAFT
MARICOPA
POINT SUR
CAPE SAN MARTIN
PIEDRAS BLANCAS
ESTERO BAY
POINT BUCHON
POINT SAL
POINT ARGUELLO

MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922
JFM

SCALE OF MILES
0 5 10 20 30 40

REVISED: JAN 1, 1929
" JULY 15, 1929
" JAN 1, 1930.
MAR 8 1930